223262

Kristy D. Clark
General Attorney

BNSF Railway Company
PO Box 961039
Fort Worth, TX 76161
2500 Lou Menk Drive – AOB-3
Fort Worth, TX 76131-2828
817-352-3394
817-352-2397 fax
Kristy.Clark@BNSF.com

August 11, 2008

Ms. Victoria Rutson
Chief, Section of Environmental Analysis
Surface Transportation Board
395 E Street S.W.
Washington, DC 20423-0001

Re: STB Docket No. AB-6 (Sub-No. 463X)
BNSF Railway Company Abandonment Exemption in King County, Washington

Dear Ms. Rutson:

Enclosed for filing in STB Docket No. AB-6 (Sub-No 463X) are the original and ten copies of BNSF Railway Company's Environmental and Historic Reports and Certificate of Service prepared pursuant to 49 CFR§1105.7 and §1105.8.

BNSF anticipates filing a Notice of Exemption seeking authority to abandon or discontinue service of the 7.30-mile rail line on or after August 31, 2008

Sincerely,

Kristy D. Clark
General Attorney

Enclosures. As stated

KDC/so

BEFORE THE

SURFACE TRANSPORTATION BOARD

BNSF RAILWAY COMPANY	)	
ABANDONMENT EXEMPTION	)	**DOCKET NO. AB-6**
IN KING COUNTY, WASHINGTON	)	**(SUB-NO. 463X)**

ENVIRONMENTAL REPORT

BNSF RAILWAY COMPANY
2650 Lou Menk Drive
P.O. Box 96157
Fort Worth, TX 76161-0057

Kristy D. Clark
General Attorney
BNSF Railway Company
2500 Lou Menk Drive, AOB-3
Fort Worth, Texas 76131

Service Date: August 11, 2008

ENVIRONMENTAL REPORT

(49 C.F.R. § 1105.7)

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

BNSF Railway Company ("BNSF") proposes to abandon the 7.30-mile rail line located between Milepost 0.00, at Woodinville, and Milepost 7.30, at Redmond, in King County, Washington (the "Line"). A map of the project area is attached as Exhibit A.

There has been no local freight traffic on the Line for more than two years. The Spirit of Washington dinner train, however, has operated over a portion of the Line between Milepost 0 00 and Milepost 1.86 at the Columbia Winery until discontinuing service in early 2008.

The Line will not be salvaged. The Port of Seattle ("Port") intends to purchase the Line from BNSF with track and structures intact. Possible future uses include trail use and commuter rail service. To the best of BNSF's knowledge, the Port intends to allow King County, Washington to railbank the Line and the Port will determine the Line's ultimate use after seeking input from the public. In addition, the city of Redmond, Washington has an interest in acquiring a portion of the Line to tie into their existing trail system.

(2) Transportation System Describe the effect of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

There will be no passenger or freight traffic diverted to other transportation systems as a

result of the proposed abandonment. There has been no local freight traffic over the Line for more than two years and the Spirit of Washington has ceased its operations in the area. The Line is stub-ended and not capable of handling overhead traffic.

(3) ***Land Use***

(i) Based on consultation with local and/or regional planning agencies and/or review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

The proposed action is consistent with existing land use plans. The real and personal property will be sold to the Port. The Port has entered into a purchase and sale agreement with BNSF for the Line dated March 12, 2008 and King County intends to railbank the Line for inclusion in its trail program as stated above. The BNSF Rail Corridor Preservation Study, a publication in the public domain prepared by Puget Sound Regional Council, supports retaining the BNSF corridor.

BNSF contacted the Metropolitan King County Council concerning the proposed abandonment on May 29, 2008 (see our letter to Metropolitan King County Council, attached hereto as Exhibit B). As of the date of this Environmental Report, the Metropolitan King County Council has not responded directly to our inquiry.

On July 2, 2008, BNSF spoke with Craig Larsen, the city of Redmond's Director of Parks and Recreation, who stated the city was prepared to purchase at least one mile of the corridor from the Port as soon as the Port's purchase with BNSF is closed. Larsen further stated that it is the city's intent to use the Line to extend

their existing trail system further north.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agriculture land.

Charles Natsuhara, Area Resource Soil Scientist for the Natural Resources Conservation Service, stated in his January 31, 2008 letter (copy attached hereto as Exhibit C), "the proposed abandonment will have no effect on any prime agricultural, or other important farmlands."

(iii) If any action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9.

The proposed abandonment is located within a designated coastal zone. Loree Randall, Federal Permit Unit, Shorelands and Environmental Assistance Program, Washington Department of Ecology, stated in an e-mail dated June 19, 2008 (copy attached hereto as Exhibit D): "I would agree that at this time CZM review is not required. However if the Port of Seattle in future plan on conducting any improvements for a commuter rail they will need to go through the CZM review process".

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

The right-of-way is suitable for use as a trail. King County intends to railbank the Line for inclusion in its trail program. The city of Redmond is also interested in trailing a portion of the Line.

(4) Energy

(i) Describe the effect of the proposed action on transportation of energy resources.

The proposed abandonment will have no effect on the transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

The proposed abandonment will not adversely affect movement or recovery of recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

The proposed action will have no effect on overall energy efficiency as no local traffic has been handled on the Line for at least two years and the Line is not capable of handling overhead traffic. Also, the Spirit of Washington dinner train ceased operations in the area.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in the energy consumption and show the data and methodology used to arrive at the figure given.

The proposed abandonment will not result in a diversion of rail to motor carriage.

(5) ***Air***

(i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of the line affected by the proposal, or

(B) an increase in rail yard activity of at least 100 percent (measured by

carload activity), or

(C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

The proposed action will not result in meeting or exceeding the specified thresholds for increased rail or truck traffic as outlined in (i) (A), (B) or (C) above.

(ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line,

(B) an increase in rail yard activity of at least 20 percent (measured by carload activity), or

(C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505) or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

The proposed action will not result in meeting or exceeding the specified thresholds in (ii) (A), (B) or (C) above.

(iii) If the transportation of ozone depleting materials (such as nitrogen oxide and Freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

The proposed abandonment will not affect the transportation of ozone depleting materials.

(6) ***Noise*** ***If any of the thresholds identified in item (5) (i) of this section are surpassed, state whether the proposed action will cause:***

(i) an incremental increase in noise levels of three decibels Ldn or more; or

(ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g. schools, libraries, hospitals, residences, retirement communities and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Not applicable.

(7) ***Safety***

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad crossings).

This abandonment should have no adverse effect on health or public safety. There are 11 public at-grade crossings and one public railroad over-crossing on the Line. No salvage is currently contemplated so all crossing signals and signs will remain in place.

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills, and the likelihood of and accidental release of hazardous materials.

The abandonment will not result in the transportation of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous material spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

There are no known hazardous waste sites or sites where there have been known hazardous material spills on the right-of-way.

(8) ***Biological Resources***

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

Karen Myers, Fish and Wildlife Biologist at the U.S. Fish and Wildlife Service, recommended in a January 14, 2008 phone conversation with BNSF that BNSF download relevant lists from applicable web sites (including the web site for the State of Washington Department of Fish and Wildlife ("**WDFW**")) to determine what, if any, species are present in the proposed project impact area. In a June 10, 2008 letter from WDFW, Area Habitat Biologist Larry Fisher (copy attached hereto as Exhibit E) stated he "has reviewed the...action and determined that effects on endangered or threatened species or areas designated as a critical habitat would not be expected as a result of this action."

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

There are no known wildlife sanctuaries or refuges located within the proposed project impact area. Gregory Gress, Chief, Pacific Land Resources Program Center, Pacific West Region of the National Park Service stated in his letter dated January 25, 2008 (copy attached hereto as Exhibit F): "there are no National Park Service Units within the proposed project impact area."

(9) ***Water***

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

In an e-mail dated June 16, 2008, Gerald Shervey, PE, Washington Department of Ecology Northwest Regional Office (copy attached hereto as Exhibit G), stated: "The project description in your letter says no rail, ties, or other track structures will be removed. If no construction occurs, then no permit under Section 402 of the Clean Water Act is needed. No impacts on water quality is involved if no construction."

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

James D. Green, Project Manager, Regulatory Branch Seattle District, U.S. Army Corps of Engineers, stated in an e-mail dated January 16, 2008 (copy attached hereto as Exhibit H) that a Corps permit is required for any work in a navigable water of the United States and for placement of fill materials into wetlands. Mr. Green also stated that, based on his personal knowledge of the project area, there are wetlands and floodplains along the entire project corridor.

Even though there may be wetlands and floodplains in the proposed project impact area, there will be no work in a navigable water of the United States and no placement of fill materials into wetlands because no salvage work will be performed as a part of the proposed abandonment.

(iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental

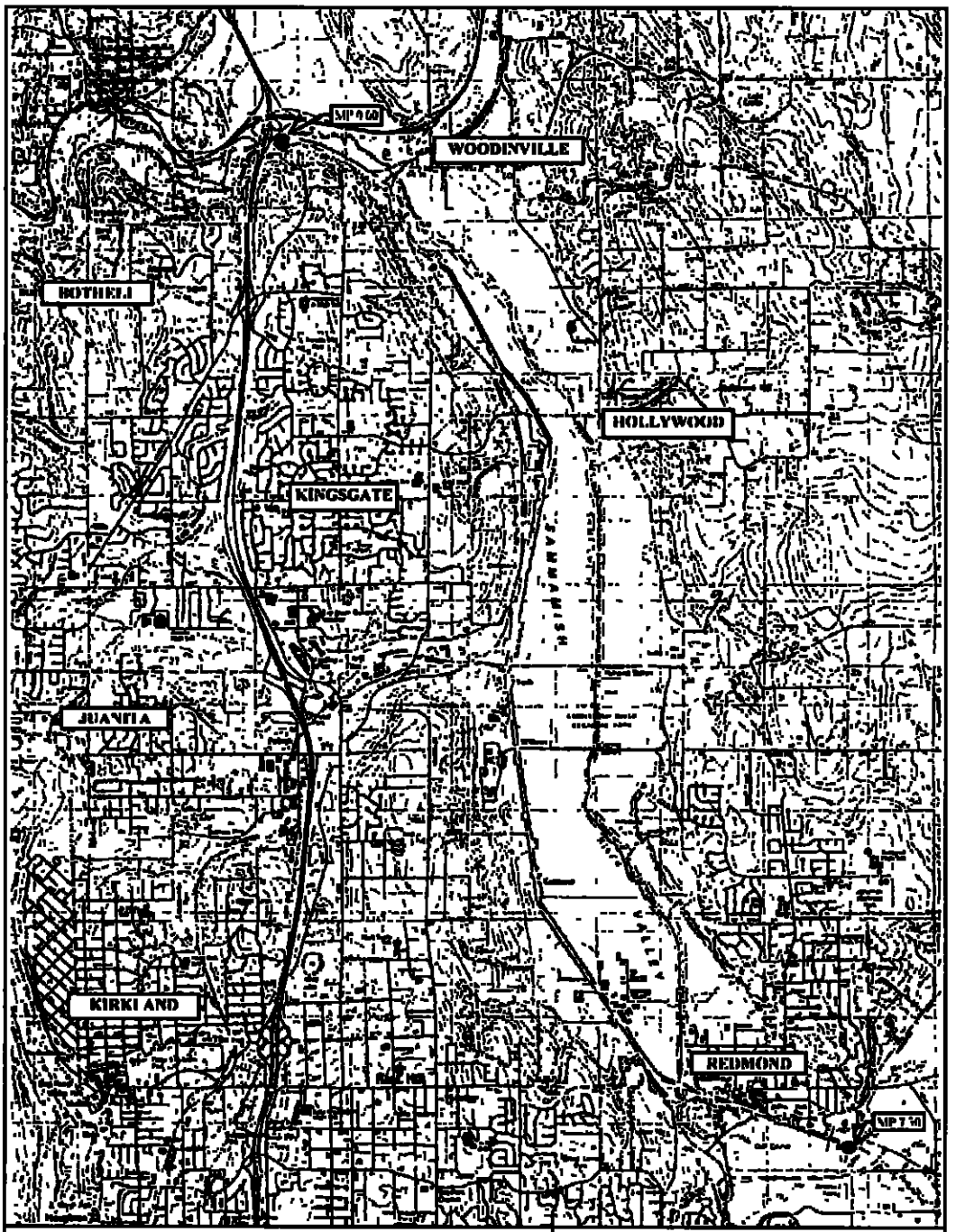
protection or equivalent agency if they are unsure whether such permits are required).

Clifford J. Villa, Assistant Regional Counsel, United States Environmental Protection Agency Region 10, stated in a letter dated June 6, 2008 (copy attached hereto as Exhibit I): "If the proposed actions merely entail the abandonment or railbanking and transfer of the railroad rights-of-way, and no discharge of pollutants will occur, EPA agrees that no permits under the Clean Water Act (CWA) should be required " As previously stated, the Line will not be salvaged. The Port intends to purchase the Line from BNSF with track and structures intact. The proposed action is, therefore, consistent with applicable Federal, State and local water quality standards.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

BNSF does not expect any adverse environmental impact from the proposed abandonment and, therefore, sees no need for any mitigating actions. BNSF will, of course, consult (as required) with any recipients of this Environmental Report regarding appropriate mitigation actions and will comply with those mitigation actions required by the Board.

EXHIBIT A



Redmond Spur
King County, Washington

BNSF Line Segment 404
Milepost 0.00 to Milepost 7.30

STB Docket No.
AB-6 (Sub-No. 463X)

Base map: United States Geological Survey
Redmond and Kirkland quadrangles
7.5 minute series

Map source date: 1976/07/01
DRG Creation Date: 1997/04/09
DRG Coordinate System: UTM
DRG Datum: NAD27

EXHIBIT B

BNSF Network Development
Fort Worth, Texas 76131
tel 817-352-6432
fax 817-352-7154
email susan.odom@bnsf.com

February 22, 2008

Larry Gosset
Chair, Growth Management and Natural Resources Committee
Metropolitan King County Council
516 Third Avenue, Room 1200
Seattle, WA 98104

Re: STB Docket No. AB-6 (Sub-No. 463X) – Abandonment Exemption Milepost 0.00 to Milepost 7.30 on BNSF Railway Company's Isaaquah Spur (a.k.a. Redmond Spur) in King County, WA

Dear Mr. Gosset:

BNSF Railway Company ("BNSF") anticipates filing a Petition for Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon 7.30 miles of railroad line between Milepost 0.00 and Milepost 7.30 on BNSF's Redmond Spur, in King County, Washington.

As part of the environmental report, BNSF is required to contact your committee to determine if the proposed abandonment is consistent with existing land use plans. If applicable, please describe any inconsistencies.

Please note that no rail, ties or other track structures will be removed or relocated in the course of this abandonment.

Your assessment and comments are respectfully requested. For your reference a map of the subject railroad line is attached. Please provide your response to me at the address above, if at all possible, by June 15, 2008 You may contact me by e-mail or phone with any questions or concerns. Thank you in advance for your time and contribution.

Sincerely,

Susan L. Odom
Manager Network Strategy

Enclosure as stated

cc: Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Kristy Clark – BNSF Law – kristy.clark@bnsf.com
Jerry Johnson – BNSF – jerome.johnson@bnsf.com

United Sta **EXHIBIT C** f Agriculture

NRCS

Natural Resources Conservation Service
1011 East Main, Suite 106
Puyallup, WA 98372
(253) 845-9272, Fax (253) 445-9934

January 30, 2008

Susan L. Odom
Manager Network Strategy
BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Fort Worth, TX 76131

Re: STB Docket No. AB-6 (Sub-No. 463X) – Abandonment Exemption
Milepost 1.86 to Milepost 7.30 on BNSF Railway Company's
Issaquah Spur in King County, WA

Dear Ms. Odom:

I have reviewed the area of the proposed railroad line abandonment. Since the proposed abandonment will be limited to the railroad right of way and no lands outside of the right of way will be impacted, the proposed abandonment will have no effect on any prime agricultural, or other important farmlands.

Please contact me if you have any questions.

Respectfully,

Charles Natsuhara
Area Resource Soil Scientist

EXHIBIT D

Odom, Susan

From: Randall, Loree' (ECY) [lora461@ECY WA GOV]
Sent: Thursday, June 19, 2008 10 45 AM
To: Odom, Susan
Cc: Sims, John A, Moore, Jessica (ECY)
Subject: RE. Washington State Railroad Abandonments (AB-6 Sub Nos 463X, 464X and 465X)

I would agree that at this time CZM review is not required However if the Port of Seattle in future plan on conducting any improvements for a commuter rail they will need to go through the CZM review process Let me know if you have any more questions.

Loree' Randall
Department of Ecology
360/407-6068

From: Odom, Susan [mailto:Susan.Odom@BNSF.com]
Sent: Tuesday, June 17, 2008 1:49 PM
To: Randall, Loree' (ECY)
Cc: Sims, John A
Subject: FW: Washington State Railroad Abandonments (AB-6 Sub Nos. 463X, 464X and 465X)

Loreé:
BNSF will be filing with the Surface Transportation Board requests to abandon three sections of railroad lines in King County - Milepost 0.0 to 7 3 on BNSF's Redmond Spur, Milepost 5 00 to 10 60 in BNSF's Woodinville Subdivision, and Milepost 11 25 to 23 80 on BNSF's Woodinville Subdivision. In all three situations, there will be no salvage activity along any of the three lines The track and track structures will be left intact. The land and track will be sold to the Port of Seattle for *possible* future commuter rail use The purpose of the abandonment is to cancel our common carrier obligation to provide freight rail service

Consequently, BNSF would like to verify that the projects as described are exempt from Washington CZMA's consistency requirements. Please concur by return e-mail for use in our filing with the STB
Thank you for your help

Susan Odom
Manager Network Strategy
BNSF Railway Company
817-352-6432 phone

From: Moore, Jessica (ECY) [mailto:jemo461@ECY.WA.GOV]
Sent: Friday, June 13, 2008 5:45 PM
To: Odom, Susan
Subject: Washington State Railroad Abandonments

Ms Odom,

I have received your request for comments regarding the abandonment of three railroad lines

EXHIBIT E

State of Washington
DEPARTMENT OF FISH AND WILDLIFE
Mailing Address. 16018 Mill Creek Boulevard ≐ Mill Creek, WA 98012
(425) 775-1311 ≒ Fax (425) 379-2323

June 10, 2008

BNSF Railway Company
ATTENTION: Susan L. Odom
Manager Network Strategy
2500 Lou Menk Drive –AOB-3orth, Suite 101
Fort Worth, Texas 76131

Dear Ms. Odom:

SUBJECT: STB Docket No. AB-6 (Sub-Nos. 463X, 464X, and 465X), Proposed Abandonment Exemptions in King County, Washington

The Washington Department of Fish and Wildlife (WDFW) has reviewed the above-referenced action and determined that effects on endangered or threatened species or areas designated as a critical habitat would not be expected as a result of this action.

Thank you for the opportunity to provide this information. If there are any questions regarding this letter, I may be contacted at 425-313-5683 or fisheldf@dfw.wa.gov.

WDFW appreciates your collaboration in our efforts to preserve, perpetuate, and manage the fish and wildlife resources of the state of Washington.

Sincerely,

Larry Fisher
Area Habitat Biologist

LF:lf:BNSFR.doc

EXHIBIT F

United States Department of the Interior

NATIONAL PARK SERVICE
Pacific West Region
1111 Jackson Street, Suite 700
Oakland, California 94607-4807

IN REPLY REFER TO
L1425 (PWR-LP)
General

January 25, 2008

Susan Odom
Manager Network Strategy
BNSF Network Development
BNSF Railway Company
2500 Lou Menk Drive – AOB-3
Forth Worth, Texas 76131

Re: STB Docket No. AB-6 (Sub. No. 463X) Abandonment Exemption
Milepost 1.86 to Milepost 7.30 on BNSF Railway Company's Issaquah Spur in King County, WA

Dear Ms. Odom:

Based on the map that your office sent to us on January 8, 2008, depicting the two mileposts in the area of Issaquah Spur located in King County, State of Washington, there are no National Park Service Units within the proposed project impact area. If you have any further questions regarding this matter, please contact me at (510) 817-1414.

Sincerely,

Gregory F. Gress
Chief, Pacific Land Resources Program Center
Pacific West Region

EXHIBIT G

Odom, Susan

From: Sims, John A
Sent: Tuesday, June 17, 2008 7 52 AM
To: Odom, Susan
Subject: FW STB Docket No AB-6 (Sub-No 463X) - Abandonment Exemption in King County, WA

-----Original Message-----
From: Shervey, Jerry (ECY) [mailto:GSHE461@ECY.WA.GOV]
Sent: Monday, June 16, 2008 7.32 PM
To: Sims, John A
Subject: RE: STB Docket No. AB-6 (Sub-No. 463X) - Abandonment Exemption in King County, WA

The project description in your letter says no rail, ties, or other track structures will be removed. If no construction occurs, then no permit under Section 402 of the Clean Water Act is needed. No impacts on water quality is involved if no construction.

Please call or write if you need additional information Thank you.

Gerald Shervey, PE
Washington Department of Ecology
NW Regional Office
3190 160th Ave SE
Bellevue, WA 98008-5452
gshe461@ecy.wa.gov
voice (425) 649-7293 Cel 206 799 2329 fax (425)649-7098
work hours: 8:00 am to 5:30 pm Monday-Thursday, alternate Fridays off

-----Original Message-----
From: Sims, John A [mailto:John.Sims@bnsf.com]
Sent: Thursday, June 12, 2008 12:38 PM
To: Shervey, Jerry (ECY)
Cc: Odom, Susan; Sims, John A
Subject: STB Docket No. AB-6 (Sub-No. 463X) - Abandonment Exemption in King County, WA

Mr. Shervey,
See attached letter regarding the above-referenced matter. I am assisting Susan Odom. I just wanted to know when we could expect your reply so that we could include it as an exhibit to the environmental report that is being prepared at this time.
Thank you for your attention in this matter.
Sincerely,
John Sims, Paralegal
BNSF - Law Department
2500 Lou Menk Dr, 3rd Fl
Fort Worth, TX 76131-2828
(817) 352-2376

-----Original Message-----
From: Sims, John A
Sent: Thursday, June 12, 2008 2:25 PM
To: Sims, John A
Subject:

GlobalScan document sent from b802894.

EXHIBIT H

Odom, Susan

From: Green, James D NWS [James.D.Green@usace army.mil]
Sent: Wednesday, January 16, 2008 1.04 PM
To: Odom, Susan
Subject: FW: STB Docket No AB-6

Susan. The below message is applicable from Milepost 1 86 to Milepost 7.3 of the Issaquah Spur However, the same applies for work from Milepost 5.00 to 10 60 and Milepost 11 25 to Milepost 23.90 Jim Green

---

From: Green, James D NWS
Sent: Wednesday, January 16, 2008 10 57 AM
To: 'susan odom@bnsf com'
Subject: STB Docket No AB-6

Susan: Thank you for your letter dated 8 January 2008 A Corps permit is required for any work in a navigable water of the U.S I note the railine crosses the Sammamish River which is a navigable water so if any work will affect this river, a Department of the Army permit will be required under Section 10 of the River and Harbors Act and possibly Section 404 of the Clean Water Act. Also, the placement of fill materials into wetlands would require a Section 404 permit.

Based on my knowledge of the project area, there are wetlands and floodplains along the entire project corridor. However, the Corps does not provide the kind of services you requested It is incumbent upon you to hire a consultant to determine the extent of wetlands and floodplains in the project corridor and whether or not these resources will be impacted by your proposed work. If so, you must submit a permit application for processing.

Jim Green, Project Manager
Regulatory Branch, Seattle District
(206) 764-6906

EXHIBIT I

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue
Seattle, WA 98101

June 6, 2008

Reply To
Attn Of: ORC-158

Susan Odom
BNSF Railway Company
2500 Lou Menk Drive, AOB-3
Fort Worth, TX 76131

Dear Ms. Odom:

Re: STB Docket No AB-6 (Sub. No. 463X) Issaquah Spur, King County, WA
STB Docket No. AB-6 (Sub. No. 464X) Woodinville Subdivision, King County, WA
STB Docket No. AB-6 (Sub. No. 465X) Woodinville Subdivision, King County, WA

Dear Ms. Odom:

The U.S. Environmental Protection Agency (EPA) has reviewed your letters to me dated January 8, and May 30, 2008, concerning the three abandonment proceedings referenced above. These proposed abandonments concern three segments of Burlington-Northern Santa Fe (BNSF) Railway lines within King County, WA, east of Seattle. In your letters, you requested information on whether or not the proposed abandonment of these BNSF lines would be consistent with applicable water quality standards and whether or not any permits would be required under Section 402 of the Clean Water Act.

If the proposed actions merely entail the abandonment or railbanking and transfer of the railroad rights-of-way, and no discharge of pollutants will occur, EPA agrees that no permits under the Clean Water Act (CWA) should be required. If, however, any proposed action also entails railroad salvage activities, such as the removal of ties and tracks for any purpose, then CWA requirements may be implicated for that action. In particular, if salvage activities involve construction activity (meaning clearing, grading or excavation) that will disturb more than one acre of land, such activity must comply with requirements for obtaining a permit under the CWA National Pollutant Discharge Elimination System (NPDES) to prevent or minimize the discharge of pollutants in storm water runoff from the disturbed areas to waters of the United States. Please note that areas used for support activities related to the project (e.g., equipment staging yards and material storage areas) must be considered as part of the construction activity, and included in the calculation of total disturbed area.

EPA acknowledges BNSF's estimate that none of the three proposed abandonments are expected to disturb more than one acre of land. Confirmation of these estimates will likely fall to the Washington State Department of Ecology (Ecology), to which the NPDES program has been

delegated in this state. Ecology issues NPDES permits for stormwater discharges from construction activities in the State of Washington through its Construction Stormwater General Permit. Information about this NPDES permit is available through the Ecology website at http://www.ecy.wa.gov/programs/wq/stormwater/construction/. For activities occurring within King County, WA, you may also contact Elaine Worthen of Ecology directly at (360) 407-7229 or ewor461@ecy.wa.gov.

If you or your staff have any general questions for EPA about storm water permitting requirements, please contact Dick Hetherington, Construction Storm Water Program Coordinator, at (206) 553-1941 or hetherington.dick@epa.gov Legal questions may be directed to me at (206) 553-1185.

Sincerely,

Clifford J. Villa
Assistant Regional Counsel

EXHIBIT J

BNSF Network Development
Fort Worth, Texas 76131
tel 817-352-6432
fax 817-352-7154
email susan.odom@bnsf.com

May 30, 2008

Charles Natsuhara
Area Soil Scientist
Natural Resource Conservation Service
1011 East Main, Suite 106
Puyallup, WA 98372

Re: STB Docket No. AB-6 (Sub-No. 463X) – Abandonment Exemption Milepost 0.00 to Milepost 7.30 on BNSF Railway Company's Issaquah Spur (a.k.a. Redmond Spur) in King County, WA

Dear Mr Natsuhara

BNSF Railway Company ("BNSF") notified Natural Resource Conservation Service by letter dated January 8, 2008 of its intent to file a Notice of Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon a portion of its Issaquah (Redmond) Spur, in King County, Washington. We thank you for your reply dated January 30, 2008 (copy attached)

This letter is written to inform you of two significant changes regarding the abandonment filing as stated in the January 8 letter:

1. The limits of the abandonment have been extended to **MP 0.00 to MP 7.30**, inclusive.
2. As originally planned the proposed abandonment was to include the removal of rails and ties The future buyer's plans have changed and **there will be no rail, ties or other track structures removed or relocated in the course of this abandonment.**

A map of the new subject area is attached for your reference to determine if the proposed abandonment will have any effect on prime agricultural lands

Please provide to me, at your earliest convenience, any revisions to your former assessment at the address above Thank you again for your time and contribution.

Respectfully,

Susan L Odom
Manager Network Strategy

Attachments as stated

CC. Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Kristy Clark – BNSF – kristy.clark@bnsf.com
Jerry Johnson – BNSF – jerome.johnson@bnsf.com

BNSF Network Development
Fort Worth, Texas 76131
tel 817-352-6432
fax 817-352-7154
email susan odom@bnsf com

May 30, 2008

Jim Green
Seattle District Corps of Engineers
P O Box 3755
Seattle, Washington 98124-3755

Re: STB Docket No. AB-6 (Sub-No. 463X) – Abandonment Exemption Milepost 0.00 to Milepost 7.30 on BNSF Railway Company's Issaquah Spur (a.k.a. Redmond Spur) in King County, WA

Dear Mr Green:

BNSF Railway Company ("BNSF") notified Seattle District Corps of Engineers by letter dated January 8, 2008 of its intent to file a Notice of Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon a portion of its Issaquah (Redmond) Spur, in King County, Washington We thank you for your reply dated January 16, 2008 (copy attached)

This letter is written for informational purposes only to notify you of two significant changes regarding the abandonment filing as stated in the January 8 letter

1. The limits of the abandonment have been extended to **MP 0.00 to MP 7.30**, inclusive
2. As originally planned the proposed abandonment was to include the removal of rails and ties The future buyer's plans have changed and **there will be no rail, ties or other track structures removed or relocated in the course of this abandonment.**

A map of the new subject area is attached for your reference.

Respectfully,

Susan L. Odom
Manager Network Strategy

Attachments as stated

CC: Karl Morell – Ball Janik LLP – kmorell@bjllp com
Kristy Clark – BNSF – kristy clark@bnsf.com
Jerry Johnson – BNSF – jerome johnson@bnsf com

BNSF Network Development
Fort Worth, Texas 76131
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May 30, 2008

Gregory F. Gress
Chief, Pacific Land Resources Program Center
U S. National Park Service,
Pacific West Region
One Jackson Center
1111 Jackson Street, Suite 700
Oakland, CA 94607

Re: STB Docket No. AB-6 (Sub-No. 463X) – Abandonment Exemption Milepost 0.00 to Milepost 7.30 on BNSF Railway Company's Issaquah Spur (a.k.a. Redmond Spur) in King County, WA

Dear Mr Gress

BNSF Railway Company ("BNSF") notified U S National Park Service by letter dated January 8, 2008 of its intent to file a Notice of Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon a portion of its Issaquah (Redmond) Spur, in King County, Washington. We thank you for your reply dated January 25, 2008 (copy attached)

This letter is written to inform you of two significant changes regarding the abandonment filing as stated in the January 8 letter:

1 The limits of the abandonment have been extended to **MP 0.00 to MP 7.30**, inclusive
2 As originally planned the proposed abandonment was to include the removal of rails and ties The future buyer's plans have changed and **there will be no rail, ties or other track structures removed or relocated in the course of this abandonment.**

A map of the new subject area is attached for your reference to determine if there are any wildlife sanctuaries or National or State parks or forests adjacent to or near the line If so, please state what effects the proposed action may have on same.

Please provide to me, at your earliest convenience, any revisions to your former assessment at the address above Thank you again for your time and contribution

Respectfully,

Susan L Odom
Manager Network Strategy

Attachments as stated

CC: Karl Morell – Ball Janik LLP – kmorell@bjllp.com
Kristy Clark – BNSF – kristy clark@bnsf com
Jerry Johnson – BNSF – jerome johnson@bnsf com

BNSF Network Development
Fort Worth, Texas 76131
tel 817-352-6432
fax 817-352-7154
email susan odom@bnsf com

May 30, 2008

Clifford J Villa
Assistant Regional Counsel
U S. EPA, Region 10
1200 Sixth Avenue
Seattle, WA 98101

Re: STB Docket No. AB-6 (Sub-No. 463X) – Abandonment Exemption Milepost 0.00 to Milepost 7.30 on BNSF Railway Company's Issaquah Spur (a.k.a. Redmond Spur) in King County, WA

Dear Mr. Villa:

BNSF Railway Company ("BNSF") notified U S. EPA, Region 10 by letter dated January 8, 2008 of its intent to file a Notice of Exemption seeking Surface Transportation Board ("STB") authority in the above-referenced docket to abandon a portion of its Issaquah (Redmond) Spur, in King County, Washington To date, we have not received a reply.

This letter is written to inform you of two significant changes regarding the abandonment filing as stated in the January 8 letter and, once again, request your input:

1 The limits of the abandonment have been extended to **MP 0.00 to MP 7.30**, inclusive
2. As originally planned the proposed abandonment was to include the removal of rails and ties The future buyer's plans have changed and **there will be no rail, ties or other track structures removed or relocated in the course of this abandonment. Consequently, BNSF anticipates the proposed abandonment should not disturb more than one (1) acre of land.**

As part of the requisite environmental report, BNSF must provide a response from your agency stating whether or not this abandonment will be consistent with Federal, State or local water quality standards and whether or not Section 402 and/or National Pollutant Discharge Elimination System ("NPDES") permits will be required. A map of the new subject area is attached for your reference

Please provide to me, at your earliest convenience, your assessment or comments at the address above. Thank you again for your time and contribution.

Respectfully,

Susan L. Odom
Manager Network Strategy

Attachments as stated

CC: Karl Morell – Ball Janik LLP – kmorell@billp com
Kristy Clark – BNSF – kristy clark@bnsf com
Jerry Johnson – BNSF – jerome.johnson@bnsf com

BEFORE THE

SURFACE TRANSPORTATION BOARD

BNSF RAILWAY COMPANY	)	
ABANDONMENT EXEMPTION	)	**DOCKET NO. AB-6**
IN KING COUNTY, WASHINGTON	)	**(SUB-NO. 463X)**

HISTORIC REPORT

BNSF RAILWAY COMPANY
2650 Lou Menk Drive
P.O. Box 96157
Fort Worth, TX 76161-0057

Kristy D. Clark
General Attorney
BNSF Railway Company
2500 Lou Menk Drive, AOB-3
Fort Worth, Texas 76131

Service Date: August 11, 2008

HISTORIC REPORT

(49 C.F.R. § 1105.8)

The Historic Report should contain the information required by 1105.7(e)(1) of the Environmental Report. The following is excerpted from the Environmental Report prepared for the proposed abandonment:

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

BNSF Railway Company ("**BNSF**") proposes to abandon the 7.30-mile rail line located between Milepost 0.00, at Woodinville, and Milepost 7.30, at Redmond, in King County, Washington (the "**Line**"). A map of the project area is attached as Exhibit A.

There has been no local freight traffic on the Line for more than two years. The Spirit of Washington dinner train, however, has operated over a portion of the Line between Milepost 0.00 and Milepost 1.86 at the Columbia Winery until discontinuing service in early 2008.

The Line will not be salvaged. The Port of Seattle ("**Port**") intends to purchase the Line from BNSF with track and structures intact. Possible future uses include trail use and commuter rail service. To the best of BNSF's knowledge, the Port intends to allow King County, Washington to railbank the Line and the Port will determine the remainder of Line's ultimate use after seeking input from the public. In addition the city of Redmond, Washington has an interest in acquiring a portion of the Line to tie into their existing trail system.

HISTORIC REPORT

BNSF hired Archaeological Investigations Northwest, Inc. ("AINW") to conduct pedestrian surveys of the Line proposed for abandonment. The first survey between milepost 1.86 and milepost 7.30 was completed in August 2007. The second survey between milepost 0.00 and milepost 1.86 was completed in July 2008. Attached to this Historic Report as Exhibit B-1 and B-2 are the Historic Resource Inventory reports prepared as a result of the pedestrian surveys performed in August 2007 and July 2008 (collectively, "Inventories"). Original copies of the Inventories with original photographs were forwarded to Washington's Department of History and Archaeology upon completion.

1. A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.

The required topographic maps included in the Inventories are attached to this Report as Exhibits C-1 and C-2. (Sources: Historic Resource Inventory of the BNSF King County Abandonment Project, Washington, Figure 1, Sheet A; Historic Resource Inventory of Railway MP 0.00 to 1.86 for the BNSF King County Abandonment Project, Washington, Figure 1.).

2. A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area

The subject Line extends approximately 7.30 miles between Milepost 0.00 at Woodinville and Milepost 7.30 at Redmond in King County, Washington. The right-of-way is generally 100 feet in width. The Line begins in a busy commercial area in Woodinville, traveling generally in a southeasterly direction, crossing the BNSF Woodinville Subdivision main line. It continues through commercial and light industrial zones until it transects open

fields, trees and agricultural land between approximately milepost 1.80 and milepost 5. The remainder of the Line is bordered by light industrial and commercial businesses until it terminates at the start of Redmond's State Route 520 Bikepath.

There are no federally granted rights of way involved.

3. ***Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area.***

Please see the Historic Property Inventory Reports section of the Inventories. Qualifying structures include:

- Bridge over Sammamish River at milepost 6.2
- Screw converger located west of Woodinville wye

4. ***The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known.***

- Bridge over Sammamish River – originally constructed in 1922 with no known dates of major alterations
- Screw converger – construction date unknown

5. ***A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action.***

The Line is part of the 63.3-mile long rail line constructed in 1887-1888 by the Seattle, Lake Shore & Eastern Railway Company ("SLSE"). The line extended from Seattle, north of Lake Washington to Woodinville, then southeast through Redmond and Fall City. SLSE was incorporated in April 1885. The line went into service in May 1888, and by December 1889, was extended from Fall City to Sallal Prairie, despite the fact that SLSE was operating at a loss due to

high maintenance costs. By 1890, SLSE operated 156 miles of track, extending to the Canadian border at Sumas.

In July 1891, SLSE became an operating subsidiary of the Northern Pacific Railroad Company ("NP") and after falling victim to receivership SLSE was sold in 1896 to Seattle & International Railway Company which was in turn purchased by NP in 1901. In 1970, NP merged with Great Northern Railway Company, Pacific Coast Railroad Company and Chicago, Burlington & Quincy Railroad Company to become Burlington Northern Inc. Burlington Northern Inc. changed its name to Burlington Northern Railroad Company ("BNRR") in 1981 BNRR merged with The Atchison, Topeka and Santa Fe Railway Company in 1996 to become The Burlington Northern and Santa Fe Railway Company, whose name changed to BNSF Railway Company in January 2005.

6. ***A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic.***

Documents in BNSF's possession concerning this abandonment may include alignment maps showing the right-of-way and/or station maps. These documents are too large for practical reproduction in this report, but can be furnished upon request, if they are available.

7. ***An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities).***

AINW recommends that the Line be eligible for listing on the National Register of Historic Places with the historic bridges, rails, ties, switches, metal screw conveying system, berms and alignments as contributing elements.

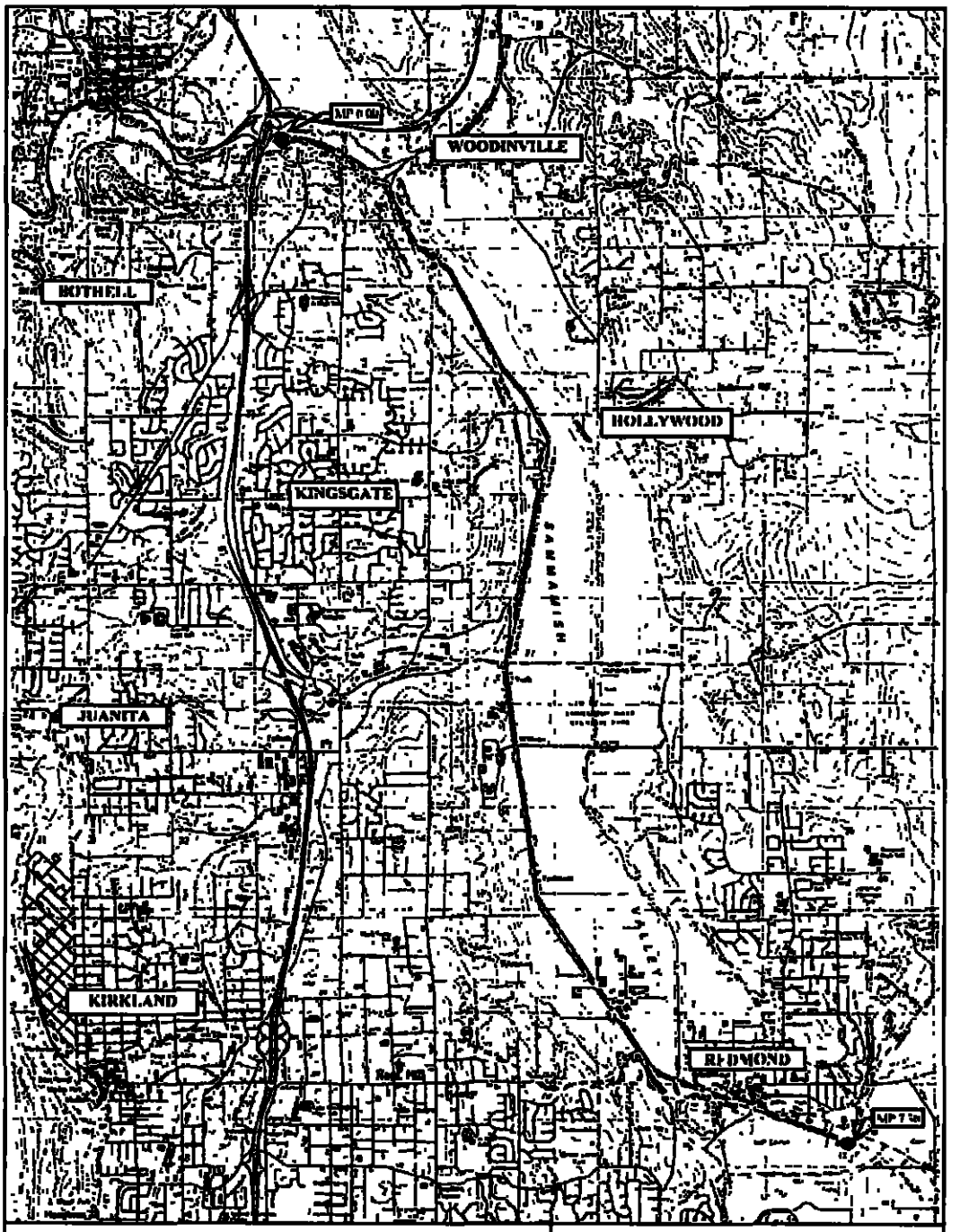
8. ***A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.***

The Line was disturbed during original construction by cuts and fill and any archaeological resources that may have been located in the proposed project area would have been affected at that time. Our records do not indicate any environmental conditions that might affect the archaeological recovery of resources.

9. ***Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (i.e. prehistoric or native American).***

BNSF does not foresee the likelihood that any additional information will need to be supplied in association with the proposed line abandonment other than the information previously submitted. But, if any additional information is requested, BNSF will promptly supply the necessary information.

EXHIBIT A



Redmond Spur
King County, Washington

BNSF Line Segment 404
Milepost 0.00 to Milepost 7.30

STB Docket No.
AB-6 (Sub-No. 463X)

Base map – United States Geological Survey
Redmond and Kirkland quadrangles
7.5-minute series

Map source date: 1978/07/01
DRG Creation Date: 1997/04/09
DRG Coordinate System: UTM
DRG Datum: NAD27

EXHIBIT B-1

HISTORIC RESOURCE INVENTORY OF THE BNSF KING COUNTY ABANDONMENT PROJECT, WASHINGTON

Prepared for
BNSF Railway Company,
Fort Worth, Texas

August 8, 2007

REPORT NO. 1965

Archaeological Investigations Northwest, Inc.
2632 SE 162nd Ave. • Portland, OR • 97236 Phone 503 761-6605 • Fax 503 761-6620

HISTORIC RESOURCE INVENTORY OF THE BNSF KING COUNTY ABANDONMENT PROJECT, WASHINGTON

PROJECT: BNSF King County Abandonment Project

TYPE: Pedestrian Survey

LOCATION: Township 24 North, Range 5 East, Sections 4, 9, 16, 17, 20, 29, 31, and 32
Township 25 North, Range 5 East, Sections 2, 3, 5, 8, 11, 12, 17, 20, 21, 28, and 33
Township 26 North, Range 5 East, Sections 9, 15, 16, 22, 27, 28, 32, 33, and 34
Willamette Meridian

USGS QUAD: *Mercer Island, WA., 7.5'; Kirkland, WA., 7.5'; Redmond, WA., 7.5'*

CITIES: vicinities of Bellevue, Kirkland, and Redmond

COUNTY: King

AREA SURVEYED: 38 kilometers (23.74 miles) along BNSF right-of-way in King County

FINDINGS: Northern Pacific Railway, Lake Washington Beltline – **NRHP-eligible**
6 contributing bridges
Seattle, Lake Shore & Eastern Railway – **NRHP-eligible**
1 contributing bridge

PREPARERS: Jason M. Allen, M.A.

INTRODUCTION

Archaeological Investigations Northwest, Inc. (AINW), has completed a historic resources survey along three segments of Burlington Northern Santa Fe (BNSF) railroads in King County, Washington. BNSF proposes to abandon these railroads, and remove the tracks and ties BNSF proposes to leave the existing bridges in place, and relinquish ownership of these alignments and bridges to King County for use as a bicycle/pedestrian trail. The Area of Potential Effect (APE) for the present project includes all the area within the BNSF right-of-way between mileposts 5 00 and 10.60 and between mileposts 11 25 and 23 9 on the former Northern Pacific Lake Washington Beltline route and between mileposts 1.86 and 7 30 on the former Seattle, Lake Shore and Eastern rail line between Woodinville and Redmond.

On July 9-11, 2007, AINW Architectural Historians Jason M. Allen and Elizabeth J. O'Brien conducted a field survey of the project APE, giving special attention to the seven bridges included within the project areas. When observed, other features dating to the historic period were noted and photographed. On July 9, 2007, Mr. Allen and Ms. O'Brien conducted documentary research at the State Historic Preservation Office (SHPO) in Olympia, Washington, to determine if either of the railroads, or any railroad-related features within the APE had been previously documented. Only one feature, the Wilburton Trestle, located at MP

11.5, has been previously documented. The Wilburton Trestle is listed in the National Register of Historic Places (NRHP).

The three segments represent portions of two historic railroads. AINW recommends both railroads to be eligible for listing in the NRHP. The three segments include a total of seven railroad bridges, ranging in construction date from 1904 to 1960. All six bridges are recommended to be contributing elements to the eligibility of the two railroads for listing in the NRHP. Although one of the bridges does not yet meet the 50-year age criterion for listing in the NRHP, it will satisfy that criterion in three years, and is recommended for inclusion as a contributing resource. Specific findings are below, followed by conclusions and recommendations.

Northern Pacific Railway Company Lake Washington Beltline
(MP 5.00 to MP 10.60 and MP 11 25 to MP 23 9)

The subject railroad consists of two segments, both of which are parts of Northern Pacific Railroad Company's Lake Washington Beltline that extends from a junction near Renton, Washington northward to a junction at Woodinville, Washington. Within that alignment there are two segments proposed for abandonment by the current owner, BNSF. The railroad is a single-track railroad on a built-up rock berm that extends north along the approximate route of I-405, generally staying within approximately 0.75 miles of that highway, until it reaches the I-405/NE 124th Street interchange, at which point it turns to the east and proceeds to the west side of Sammamish Valley, at which point it turns north, following the west side of Sammamish Valley until it reaches the junction at Woodinville. The southern of the two segments extends from milepost 5 00, in the community of Kennydale, to milepost 10.60, just north of the I-405/I-90 interchange The northern of the two segments begins at milepost 11.25, near the community of Wilburton, and extends to milepost 23.9 at Woodinville. The segments include six historic period bridges/and or trestles, ranging in date of construction from 1904 to 1960.

MP 6.1 Bridge over May Creek

The bridge over May Creek at Scopa was constructed in 1960 to replace the previous bridge, also a 4-span pile structure. The present bridge is a 15-foot-high, 4-span, open pile trestle structure with an overall length of 60 feet, carrying a single track. There are three structural bent supports, each consisting of five creosoted timber post piles Two groupings of three timber girders extend across trestle bents Metal flashing is used beneath the rail ties. Broken-off timber posts of the previous bridge are present beneath the current structure The bridge has a planked pedestrian crossing with a steel cable railing supported by steel flange posts along its east side.

MP 9.1 Bridge over Coal Creek

The bridge over Coal Creek at Mile Post 9.1 is located east of the Newport Shores residential community. The structure was constructed in 1950, replacing a previous bridge at that location. It is a 38-foot-high, 9-span, open deck pile trestle structure with an overall length of 133 feet, carrying a single track. The structural bents are composed of four rounded timber posts and timber bracing members. A planked pedestrian crossing with a steel cable guard rail is located along the east side of the bridge. The area is heavily treed and next to a residential area developed in the late 1950s and 1960s.

MP 9 2 Bridge over Lake Washington Boulevard

The bridge over Lake Washington Boulevard is located east of the Newport Shores residential community. It was constructed in 1916 and consists of a single-span, 43-foot-long steel deck plate girder structure supported by two poured-concrete skewed abutments with adjacent basalt rock retaining walls. The deck is open with a single track. A metal label on the bridge's west elevation was unreadable. On the west elevation of the bridge, "Northern Pacific" is still visible, painted in large block lettering, although it is very worn, and only barely readable. The bridge is located immediately to the east of Newport Shores, a residential development established in the late 1950s on the site of a former air landing strip.

MP 11 5 Wilburton Crossing over Mercer Slough (Listed in NRHP)

The bridge over Mercer Slough, also known as the Wilburton Trestle, is a wood pile trestle bridge measuring 977 feet long with 32 spans, 34 bents, and a maximum height of 102 feet The bridge was originally constructed in 1904, and its framing has been replaced four times over its lifespan (1913, 1924, 1933, and 1944). In 1972, when SE 8th Street (which passes beneath the trestle) was widened, a steel plate girder span was installed, supported by full-height concrete buttresses.

MP 17.1 Bridge over Kirkland Way

The bridge over Kirkland Way is located in eastern Kirkland, southwest of the I-405/Central Way interchange. Constructed in 1927, the structure measures 43 feet in overall length and 17 feet in height with a 39-foot-long single deck, plate girder span. The girders appear to have been covered in a concrete spray. The plate girder span rests on concrete abutments, the southern of which carries the Northern Pacific logo painted on the west elevation. The bridge carries a single track on a graveled bed, and railings composed of metal flange posts and pipe rails line both sides. The surrounding area is primarily residential with some industrial buildings along the railroad including a warehouse and former canning factory to the south.

MR 23.9 Bridge over Sammamish River

The bridge over the Sammamish River is located in Woodinville, to the south of NE 175th Street. Constructed in 1914, the structure is 159 feet in overall length with a central 70-foot-long through plate girder span with ballast covered pile trestles at each end. The bridge has four open pile trestle spans at the east end and three open pile trestle spans at the west end. Modifications to the bridge include opening the east end for a pedestrian trail, and reinforcement of the central piles with steel framing members to bear the load of the through plate girder span.

The subject segments of the Northern Pacific line from Renton to Woodinville Junction are recommended to be eligible for listing in the NRHP under Criterion A through their association with the development of railroads in the State of Washington and in the Puget Sound region. Additionally, this line is associated with the development of heavy industry in the eastern Puget Sound region, as it was primarily constructed to deliver coal to the developing steel plants in the area. The two segments include six bridges, one of which is already listed in the NRHP. The remaining five bridges are recommended as contributing elements to the overall NRHP-eligibility of the railroad.

The railroad bridges and trestles are the most sustaining and substantial structures besides the alignments, grades and tracks. The structures are obvious expressions of the

engineering challenges faced by the pioneering construction engineers and workers. As such, they are important contributing features to the significance of the railroad.

The type of bridge employed at a given location depended on the lay of the land, soil composition, climate, load capacities, material availability and time constraints. Many of the railroad bridges in the Pacific Northwest, because of the ready availability of timber, were constructed of wood, most commonly timber trestles in the late nineteenth and twentieth centuries and as late as the 1930s (Soderberg 1980:12). The Wilburton Trestle, located at milepost 11.5 spanning Mercer Slough, has been singled out as one the most outstanding examples of a timber trestle in the state of Washington due in part to its rarity because of the declining numbers (Soderberg 1980:10). Other timber trestles on this railroad line are diminutive in comparison to the Wilburton Trestle. The timber trestle bridges are typically of more recent construction due to the relatively short lifespan of wooden framing members. Bridges composed of timbers were regularly rebuilt and decaying timbers replaced. This occurred more frequently in the earliest years, when untreated timbers with a life expectancy of 10 to 15 years were used (Soderberg 1980:11).

The bridges not constructed of timber, were commonly constructed of steel. Common types of steel structures included steel trusses and riveted steel plate types. The riveted steel plate girder type bridges were found at several locations within the subject railroad segments. The steel plate members and other components were typically prefabricated and transported by railcar, but by this time could also be constructed onsite due to the advances in riveting technology which allowed for onsite fabrication.

The two subject segments the Northern Pacific (now BNSF) railroad were built in 1891 as a spur line connecting the Kirkland and Bellevue areas with a major Northern Pacific line at Renton. During the early years of operation, this line was primarily used to transport coal and iron from mines located in the hills to the east of the Puget Sound to developing industrial plants, especially the steel mill at Kirkland, established by Peter Kirk (Stewart 1978).

As the Puget Sound economy expanded branches of the railroad webbed out from the commercial centers of Puget Sound extending to developing markets and emerging areas of natural resources. The eastern shore of Lake Washington was home to milling operations of lumber, and coal tar products. Industrialists such as William Renton and Peter Kirk platted cities along Lake Washington's shoreline and engaged with railroad companies to bring spur lines to the plants they built. Northern Pacific's Lake Washington Beltline railroad was graded by 1891 from Kirkland to Renton (Grant 1891:314-315).

Seattle, Lake Shore & Eastern Railway
(MP 1 86 to MP 7 30)

This segment of the BNSF railroad extends from a previously abandoned segment at milepost 7 30 (southeast of Redmond, Washington), across the Sammamish River, and along the western side of the Sammamish Valley, north to where the railroad crosses Washington State Highway 202 (milepost 1.86). The railroad remains intact north of milepost 1.86, at least as far as Woodinville Junction, but BNSF has limited the current abandonment work to the above-defined segment (MP 1.86 to MP 7 30). The railroad is carried over the Sammamish River on an open pile trestle bridge at milepost 6.2, considered to be a contributing feature to this NRHP-eligible railroad segment. This segment is a single-track railroad on a raised gravel berm

MP 6 2 Bridge over Sammamish River

At the crossing of the Sammamish River (MP 6.2), the railroad is carried on a 220-foot-long, 5-span, open pile trestle bridge with a central 70-foot-long steel deck plate girder span. This bridge, built in 1922, crosses the river at an overall height of 32 feet above the surface of the Sammamish River. The trestle bridge is supported at both ends by wooden embankments set into the built-up berm The bridge has a planked pedestrian walkway on the south side, extending alongside the tracks, with flange metal posts strung with steel cable. The bridge appears to have been burned, and has some superficial burn damage on the east side of the river This railroad segment has not carried rail traffic for some time, though the rails and ties remain in place.

The railroad segment is a part of the 63.3-mile long rail line constructed in 1887-1888 by the Seattle, Lake Shore & Eastern Railway Company. The line extended from Seattle, north of Lake Washington to Woodinville, then southeast through Redmond and Fall City. This railroad segment is recommended to be eligible for listing in the NRHP under Criterion A for its role in the development of railroads in the Pacific Northwest; the State of Washington, and the Puget Sound area. The Seattle, Lake Shore & Eastern Railway also played a significant part in the development of Seattle as a major Pacific Northwest railroad hub, in competition with the Tacoma terminus of the Northern Pacific Railroad Company. Although the railroad was eventually purchased by the Northern Pacific, the Seattle, Lake Shore & Eastern Railway was organized and created by local Seattle interests, and played a major part in the development of Seattle as a rival to, and eventually dominant neighbor of Tacoma.

The Seattle, Lake Shore & Eastern Railway Company was incorporated in April 1885. Organized by Seattle businessmen Thomas Burke and Daniel Gilman, and supported by other local Seattle businessmen and citizens, the formation of the railroad was driven by an effort to create a direct rail link with eastern Washington and beyond (Armbruster 1999·122). Originally intended to extend east from Seattle, through Snoqualmie Pass, to Spokane, the company filed supplementary articles of incorporation in 1886, declaring its intention to extend its route to Deadwood, Dakota Territory (now in South Dakota) (Cheever 1948:169-170). Although these plans would never be fully implemented, the company began construction of its line between Seattle and Sallal Prairie in 1887.

The line went into service between Seattle and Fall City in May 1888, and by December 1889, the line was extended from Fall City to Sallal Prairie. Already, however, the Seattle, Lake Shore & Eastern was operating at a loss due to high maintenance costs. In addition, difficulties with the associated construction branch of the corporation led to the filing of a motion to place the line into receivership after the construction company was found to be in default of bonds it had issued to cover the expenses of construction in the Spokane area. Although the suit was eventually thrown out, the power behind the motion, the Northern Pacific Railroad Company (which had since the outset been opposed to the development of the Seattle, Lake Shore & Eastern), continued its efforts to eliminate the Seattle, Lake Shore and Eastern as a competitor, buying up stock in the company in a behind-the-scenes effort to gain control of it if it couldn't kill it entirely (Armbruster 1999:135-136)

By 1890, the Seattle, Lake Shore & Eastern Railway operated 156 miles of track, extending to the Canadian border at Sumas. The following year, with financial tensions mounting, large blocks of shareholders began selling their holdings in the Seattle, Lake Shore & Eastern Railway to the Northern Pacific. In July, 1891, the Seattle, Lake Shore & Eastern Railway became an operating subsidiary of the Northern Pacific Railroad Company. In 1893, the Seattle, Lake Shore & Eastern Railway became a victim of the Great Panic of 1893, a nationwide market reaction to overspeculation in companies that had to that point failed to

show profit (Armbruster 1999:137-138). That year, the Seattle, Lake Shore & Eastern Railway was placed in receivership, and in 1896 was sold as a foreclosure. The company's holdings were sold to two companies. Trackage in eastern Washington was sold to the Spokane & Seattle Railway, while the trackage in western Washington (including the subject segments) was sold to the newly formed Seattle & International Railway Company (Robertson 1995:265-267).

The Seattle and International Railway Company was incorporated in 1896 by interests associated with the Northern Pacific Railway Company for the purpose of acquiring the western Washington holdings of the Seattle, Lake Shore & Eastern Railway Company, including all of its 166 miles of track. Between 1898 and 1903, the Northern Pacific expanded as the Pacific Northwest, and especially the Seattle area boomed after the discovery of gold in Alaska. As a part of this flurry of purchases, the Northern Pacific Railway Company formally purchased the Seattle and International Railway in 1901 (Cheever 1948:171; Armbruster 1999:158).

The Northern Pacific Railroad Company, incorporated in 1864, was sold under foreclosure to the Northern Pacific Railway Company in 1896, incorporated that year under Henry Villard for that purpose (Robertson 1991:332). The Northern Pacific Railway Company operated and maintained the line from 1901 until 1970, when the Northern Pacific Railway Company merged with several other railroads to form the Burlington Northern Railroad. During that time (in 1922), the bridge located at milepost 6.2 was built, replacing an earlier bridge at that location built by the Seattle, Lake Shore & Eastern Railway Company. In 1995, the Atchison Topeka & Santa Fe Railroad merged with the Burlington Northern to form the Burlington Northern & Santa Fe Railroad Company (BNSF 2007).

CONCLUSIONS AND RECOMMENDATIONS

AINW recommends that both of the subject railroads are eligible for listing in the NRHP, and that the bridges are considered to be contributing features to the eligible railroads. In addition, the rails, ties, switches, berms, and alignments are also considered to be contributing features. Removal or alteration of any of these features should be coordinated in consultation with the SHPO, which may view removal or alteration as adverse effects to the overall eligible resource. In the event that this is found to be the case, mitigation of these adverse effects should be negotiated with the SHPO. Mitigation measures may include photodocumentation, HABS/HAER level documentation, or installation of interpretive signage along the path, should one be constructed along the former railroad alignment. Contributing features which may not need to be removed, including bridges (to be left in place under the current project plan) should be preserved to help in maintaining the historical railroad associations.

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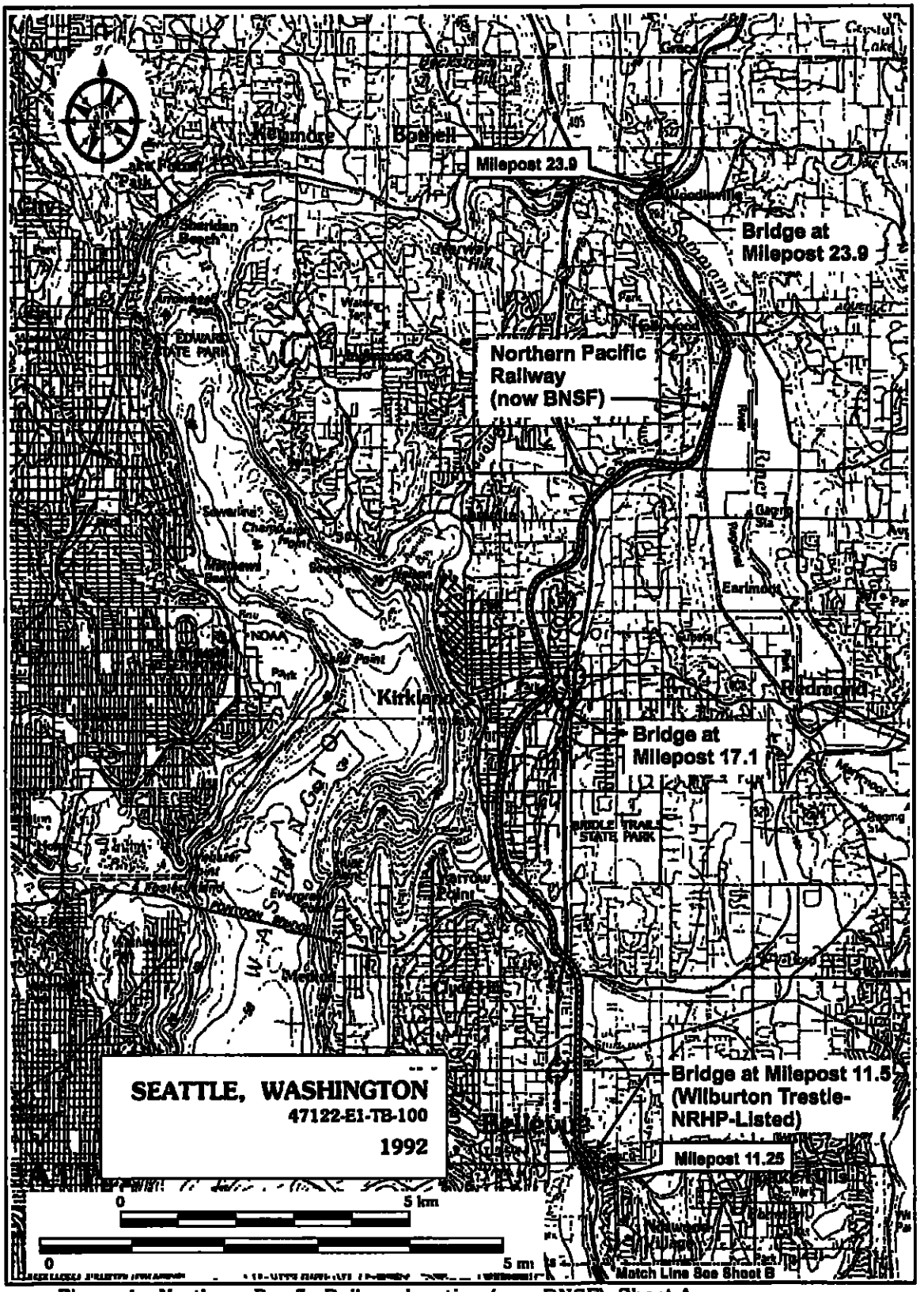


Figure 1. Northern Pacific Railway location (now BNSF), Sheet A.

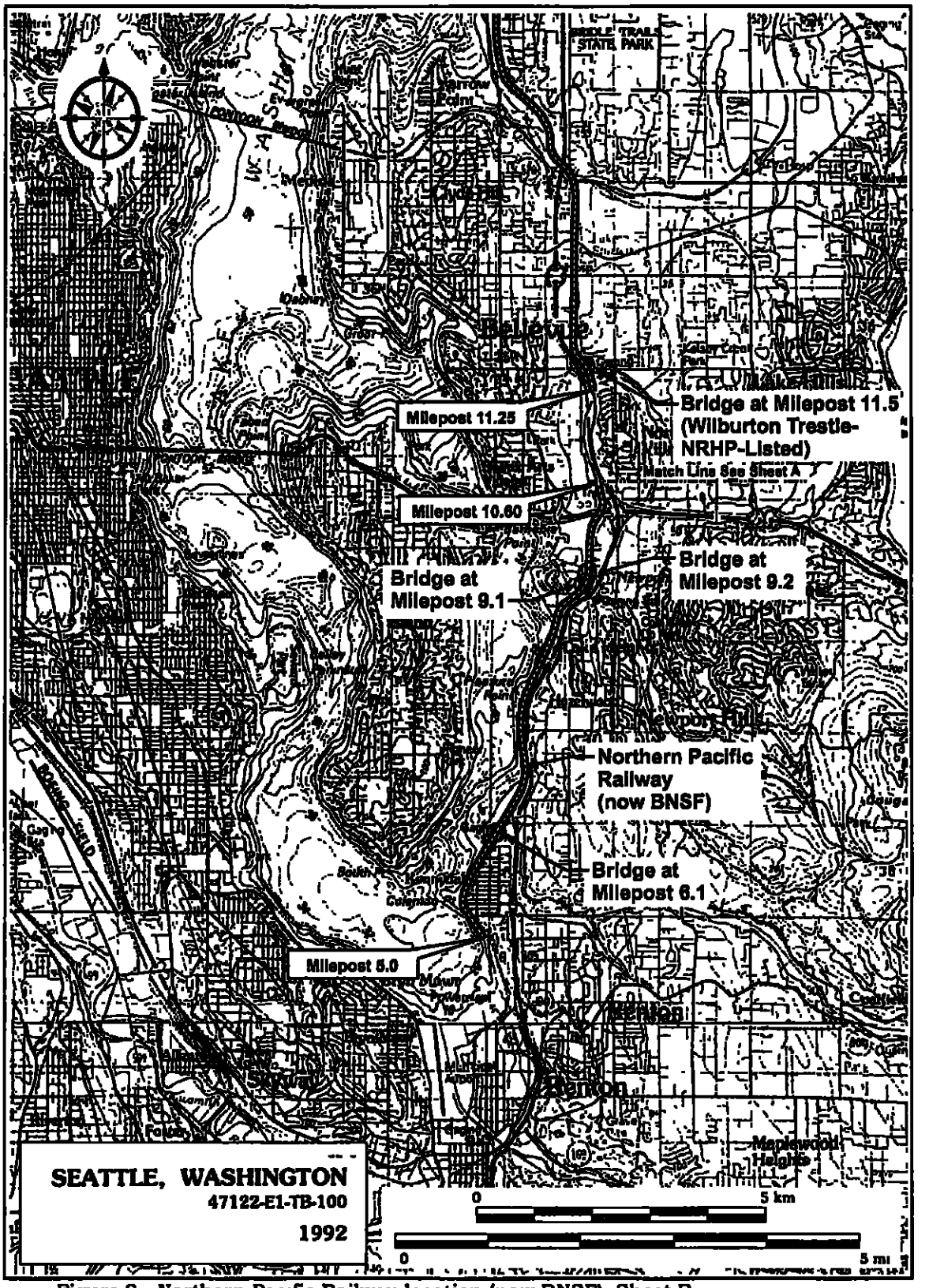


Figure 2. Northern Pacific Railway location (now BNSF), Sheet B.

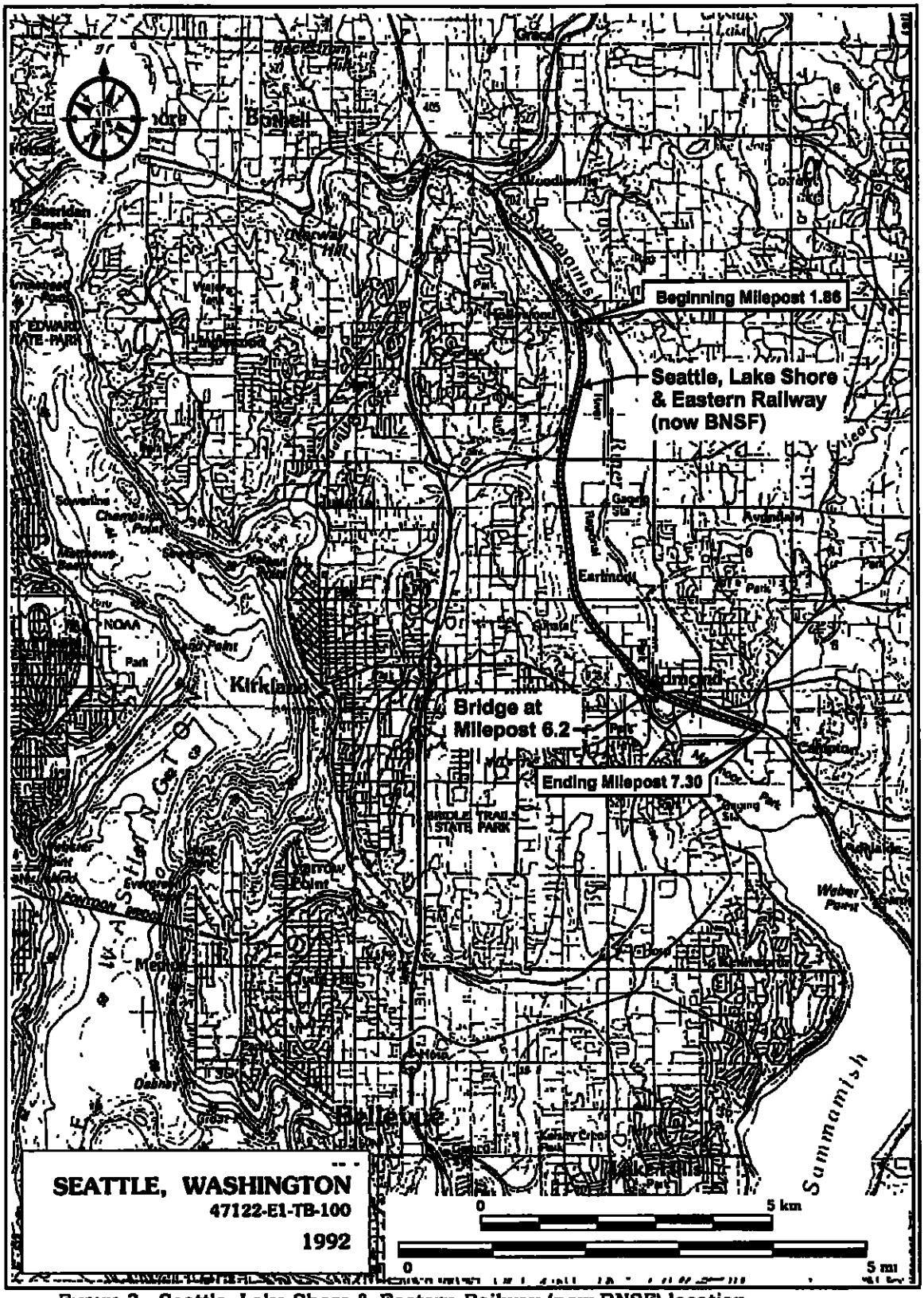


Figure 3. Seattle, Lake Shore & Eastern Railway (now BNSF) location.

HISTORIC PROPERTY INVENTORY REPORTS

Historic Property Inventory Report for Northern Pacific Railway Lake Washington Beltline at vicinity of Bellevue, WA

LOCATION SECTION Field Site No. 07/1480-1 OAHP No.

Historic Name: Northern Pacific Railway Lake Washington Beltline Common Name: BNSF

Property Address: vicinity of Bellevue, WA Comments:

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T24R05E	32	NW		MERCER ISLAND
	T24R05E	31	SE		KIRKLAND
	T24R05E	31	NE		
	T24R05E	29	SW		
	T24R05E	29	SE		
	T24R05E	29	NE		
	T24R05E	29	NW		
	T24R05E	20	SW		
	T24R05E	20	SE		
	T24R05E	20	NE		
	T24R05E	17	SE		
	T24R05E	16	SW		
	T24R05E	16	NW		
	T24R05E	9	SW		
	T24R05E	9	NW		
	T24R05E	4	NW		
	T25R05E	33	SW		
	T25R05E	33	NW		
	T25R05E	28	SW		
	T25R05E	28	NW		
	T25R05E	21	SW		
	T25R05E	20	SE		
	T25R05E	20	NE		
	T25R05E	20	NW		
	T25R05E	17	SW		
	T25R05E	17	NW		
	T25R05E	8	SW		
	T25R05E	8	NW		
	T25R05E	8	NE		
	T25R05E	5	SE		
	T25R05E	5	NE		

UTM Reference

Zone: 10 Spatial Type: Point Acquisition Code: Unknown

Sequence: 1 Easting: 559680 Northing: 5262680

Sequence 2 Easting: 562220 Northing: 5270420

Sequence: 3 Easting: 561700 Northing: 5272140

Sequence: 4 Easting: 562360 Northing: 5289260

T26R05E	32	SE
T26R05E	32	NE
T26R05E	33	NW
T26R05E	28	SW
T26R05E	28	SE
T26R05E	28	NE
T26R05E	27	SW
T26R05E	27	NW
T26R05E	22	SE
T26R05E	22	NE
T26R05E	22	NW
T26R05E	15	SW
T26R05E	15	NW
T26R05E	16	NE
T26R05E	9	SE
T26R05E	9	NE

Tax No./Parcel No.	Plat/Block/Lot	Supplemental Map(s)	Acreage

IDENTIFICATION SECTION

Survey Name: BNSF King County Abandonment

Field Recorder: Jason Allen and Elizabeth O'Brien **Date Recorded:** 7/10/2007

Owner's Name.	Owner Address:	City/State/Zip:
BNSF	2650 Lou Menk Drive	Fort Worth, Texas 76131-2830

Classification: Structure **Resource Status** Survey/Inventory **Comments**

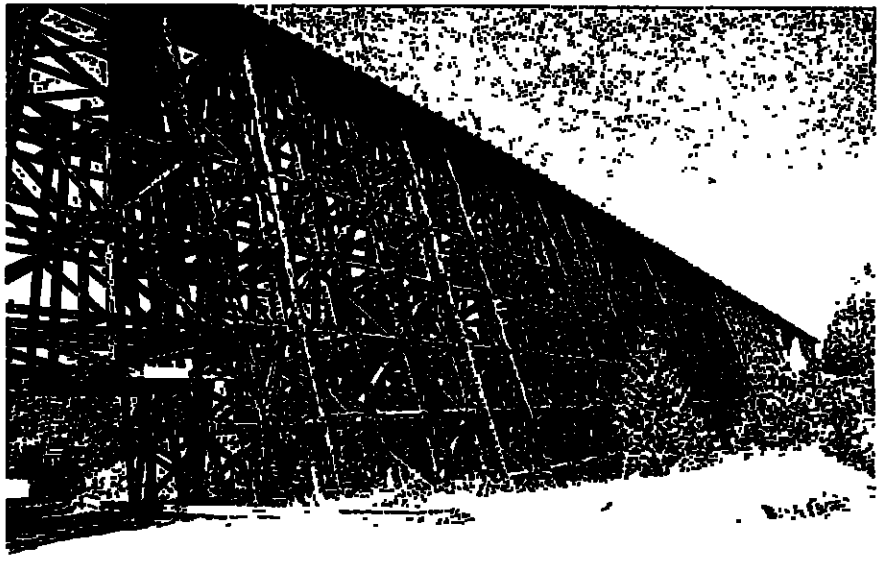
Within a District? No

Contributing?

National Register Nomination:

Local District.

National Register District/Thematic Nomination Name:



View of Wilburton Trestle (MP 11.5) **taken** 7/10/2007

Photography Neg. No (Roll No./Frame No.). IMG_5822.JPG

Comments The view is to the northwest

DESCRIPTION SECTION

Historic Use: Transportation - Rail-Related

Current Use: Transportation - Rail-Related

Plan: **No. of Stories:**

Structural System:

Changes to plan: Intact **Changes to interior:** **Style** **Form/Type**

Changes to original cladding: **Changes to other:**

Changes to windows: **Other (specify).**

Cladding **Foundation** Post & Pier **Roof Material** **Roof Type**

NARRATIVE SECTION

Study Unit **Other**

Manufacturing/Industry

Transportation

Date Of Construction: 1891

Architect: Northern Pacific Railway Company

Builder: Northern Pacific Railway Company

Engineer: Northern Pacific Railway Company

Property appears to meet criteria for the National Register of Historic Places: Yes

Property is located in a potential historic district (National and/or local). Yes - Local

Property potentially contributes to a historic district (National and/or local): Yes

Statement of Significance

The subject segments of the Northern Pacific line from Renton to Woodinville Junction are recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion A through their association with the development of railroads in the State of Washington and in the Puget Sound region Additionally, this line is associated with the development of heavy industry in the eastern Puget Sound region, as it was primarily constructed to deliver coal to the developing steel plants in the area The two segments include six bridges, all of which are recommended as contributing elements to the overall NRHP-eligibility of the railroad.

The railroad bridges and trestles are the most sustaining and substantial structures besides the alignments, grades and tracks The structures are obvious expressions of the engineering challenges faced by the pioneering construction engineers and workers As such, they are important contributing features to the significance of the railroad.

The type of bridge employed at a given location depended on the lay of the land, soil composition, climate, load capacities, material availability and time constraints Many of the railroad bridges in the Pacific Northwest, because of the ready availability of timber, were constructed of wood, most commonly timber trestles in the late nineteenth and twentieth centuries and as late as the 1930s (Soderberg 1980 12) The Wilburton Trestle, located at milepost 11 5 spanning Mercer Slough, has been singled out as one the most outstanding examples of a timber trestle in the state of Washington due in part to its rarity because of the declining numbers (Soderberg 1980 10) There are timber trestles on the railroad line which were constructed within the historic period, most of these are diminutive in comparison to the Wilburton Trestle. Because of the material employed, the timber trestle bridges are more typically of more recent construction due to the relatively short lifespan of the wooden framing members The bridges composed of timbers were regularly rebuilt and the timbers were replaced, more frequently in the earliest years, when untreated timbers, with a life expectancy of 10 to 15 years, were used (Soderberg 1980 11)

The bridges not constructed of timber, were commonly constructed of steel Commonly types of steel structures included steel trusses and riveted steel plate types The riveted steel plate girder type bridges were found at several locations within the subject railroad segments The steel plate members and other components were typically prefabricated and transported by railcar, but by this time could also be constructed onsite due to the advances in riveting technology which allowed for onsite fabrication.

The two subject segments the Northern Pacific (now BNSF) railroad were built in 1891 as a spur line connecting the Kirkland and Bellevue areas with a major Northern Pacific line at Renton During the early years of operation, this line was primarily used to transport coal and iron from mines located in the hills to the east of the Puget Sound to developing industrial plants, especially the steel mill at Kirkland, established by Peter Kirk (Stewart 1978)

As the Puget Sound economy expanded branches of the railroad webbed out from the commercial centers of Puget Sound extending to developing markets and emerging areas of natural resources The eastern shore of Lake Washington was home to milling operations of lumber, and coal tar products Industrialists such as William Renton and Peter Kirk platted cities along Lake Washington's shoreline and engaged with railroad companies to bring spur lines to the plants they built. Northern Pacific's Lake Washington beltline railroad was graded by 1891 from Kirkland to Renton (Grant 1891 314-315).

Description of Physical Appearance

The subject railroad consists of two segments, both of which are parts of Northern Pacific Railroad Company's Lake Washington Beltline that extends from a junction near Renton, Washington northward to a junction at Woodinville, Washington Within that alignment there are two segments proposed for abandonment by the current owner BNSF The railroad is a single-track railroad on a built-up rock berm that extends north along the approximate route of I-405, generally staying within approximately 0 75 mile of that highway, until it reaches the I-405/NE 124th Street interchange, at which point it turns to the east and proceeds to the west side of Sammamish Valley, at which point it turns north, following the west side of Sammamish Valley until it reaches the junction at Woodinville The southern of the two segments extend from milepost 5 00, in the community of Kennydale, to milepost 10 60, just north of the I-405/I-90 interchange. The northern of the two segments begins at milepost 11 25, near the community of Wilburton, and extends to milepost 23 9 at Woodinville The segments include six historic-period bridges and/or trestles, ranging in date of construction from 1904 to 1960 Each is documented below.

Southern Segment (MP 5 00 to MP 10 60)

MP 6 1 Bridge over May Creek
The bridge over May Creek at Scopa was constructed in 1960 to replace the previous bridge, also a 4-span pile structure The present bridge is a 15-foot-high, 4-span, open pile trestle structure with an overall length of 60 feet, carrying a single track There are three structural bent supports, each consisting of five creosoted timber post piles. Two groupings of three timber girders extend across trestle bents Metal flashing is used beneath the rail ties Broken-off timber posts of the previous bridge are present beneath the current structure. The bridge has a planked pedestrian crossing with a steel cable railing supported by steel flange posts along its east side.

MP 9.1 Bridge over Coal Creek
The bridge over Coal Creek at Mile Post 9 1 is located east of the Newport Shores residential community The structure was constructed in 1950, replacing a previous bridge at that location It is a 38-foot-high, 9-span, open deck pile trestle structure with an overall length of 133 feet, carrying a single track The structural bents are composed of four rounded timber posts and timber bracing members. A planked pedestrian crossing with a steel cable guard rail is located along the east side of the bridge The area is heavily treed and next to a residential area developed in the late 1950s and 1960s.

MP 9 2 Bridge over Lake Washington Boulevard
The bridge over Lake Washington Boulevard is located east of the Newport Shores residential community It was constructed in 1916 and consists of a single-span, 43-foot-long steel deck plate girder structure supported by two poured-concrete skewed abutments with adjacent basalt rock retaining walls The deck is open with a single track A metal label on the bridge's west elevation was unreadable On the west elevation of the bridge, "Northern Pacific" is still visible, painted in large block lettering, although it is very worn, and only barely readable. The bridge is located immediately to the east of Newport Shores, a residential development established in the late 1950s and 1960s on the site of a former air landing strip

Northern Segment (MP 11 25 to MP 23.9)

MP 11.5 Wilburton Crossing over Mercer Slough (Listed in NRHP)
The bridge over Mercer Slough, also known as the Wilburton Trestle, is a wood pile trestle bridge measuring 977 feet long with 32 spans, 34 bents, and a maximum height of 102 feet. The bridge was originally constructed in 1904, and its framing has been replaced four times over its lifespan (1913, 1924, 1933, and 1944). In 1972, when SE 8th Street (which passes beneath the trestle) was widened, a steel plate girder span was installed, supported by full-height concrete buttresses

MP 17.1 Bridge over Kirkland Way
The bridge over Kirkland Way is located in eastern Kirkland, southwest of the I-405/Central Way interchange. Constructed in 1927, the structure measures 43 feet in overall length and 17 feet in height with a 39-foot-long single deck, plate girder span The girders appear to have been covered in a concrete spray The plate girder span rests on concrete abutments, the southern of which carries the Northern Pacific logo painted on the west elevation The bridge carries a single track on a graveled bed, and railings composed of metal flange posts and pipe rails line both sides The surrounding area is primarily residential with some industrial buildings along the railroad including a warehouse and former canning factory to the south

MR 23 9 Bridge over Sammamish River
The bridge over the Sammamish River is located in Woodinville, to the south of NE 175th Street Constructed in 1914, the structure is 159 feet in overall length with a central 70-foot-long through plate girder span with ballast covered pile trestles at each end The bridge has four open pile trestle spans at the east end and three open pile trestle spans at the west end Modifications to the bridge include opening the east end for a pedestrian trail, and reinforcement of the central piles with steel framing members to bear the load of the through plate girder span

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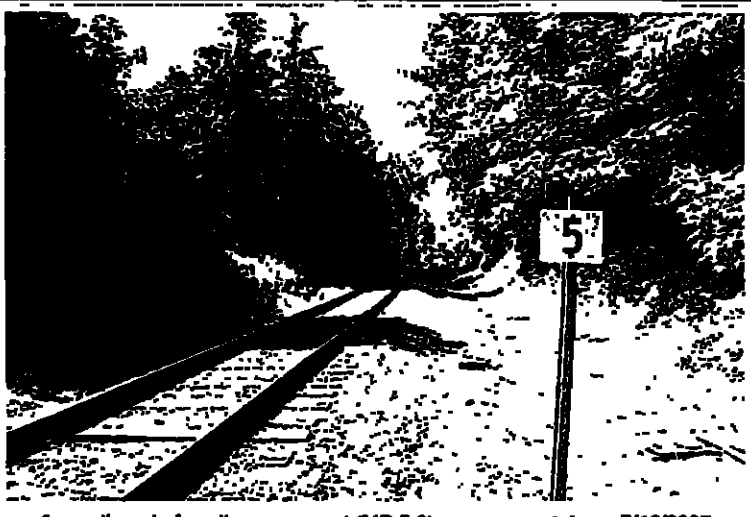
1978 King County Historic Sites Survey Inventory Sheet for Wilberton Railroad Trestle On file, Department of Archaeology and Historic Preservation, Olympia, Washington

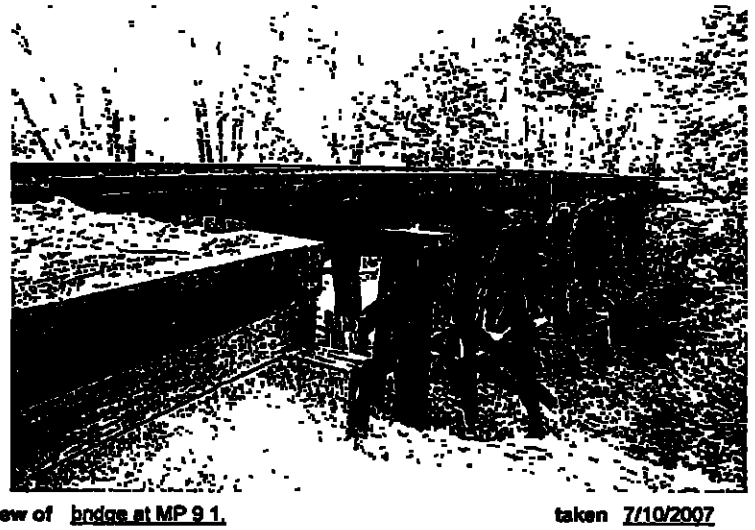
Additional Photos for: Northern Pacific Railway Lake Washington Beltline **at** vicinity of Bellevue, WA



View of south end of southern segment (MP 5.0). **taken** 7/10/2007

Photography Neg. No (Roll No./Frame No.): IMG_5789.JPG

Comments: The view is to the northwest



View of bridge at MP 9.1. **taken** 7/10/2007

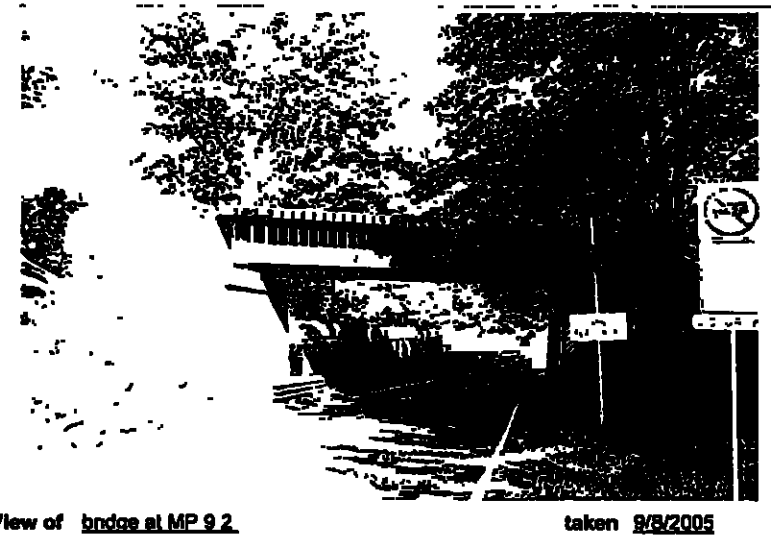
Photography Neg. No (Roll No./Frame No.) IMG_5811.JPG

Comments: The view is to the south

View of bridge at MP 6.1 **taken** 7/10/2007

Photography Neg. No (Roll No./Frame No.): IMG_5792.JPG

Comments: The view is to the south



View of bridge at MP 9.2 **taken** 9/8/2005

Photography Neg. No (Roll No./Frame No.): IMG_5806.JPG

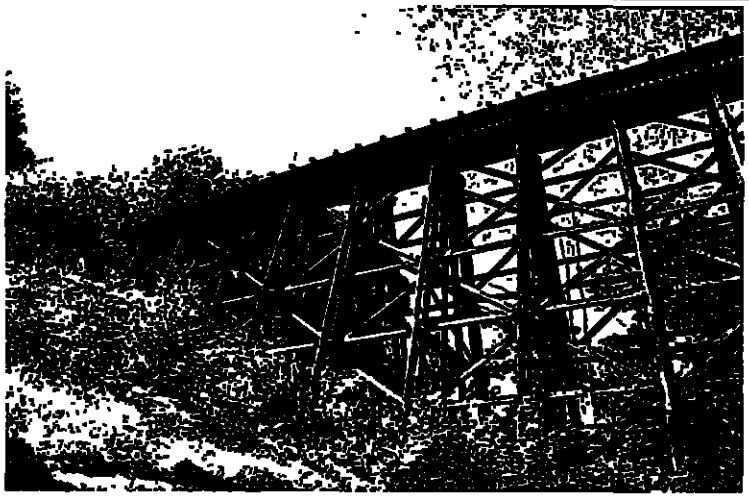
Comments: The view is to the west

Additional Photos for: *Northern Pacific Railway Lake Washington Beltline* **at** *Northern Pacific Railway Lake Washington Beltline*

View of north end of southern segment (MP 10.60), **taken** 7/10/2007

Photography Neg No (Roll No./Frame No.): IMG_5920.JPG

Comments: The view is to the south.



View of south end of Wilburton Trestle, also the south end of northern segment (MP 11.25) **taken** 7/10/2007

Photography Neg. No (Roll No./Frame No.): IMG_5823.JPG

Comments: The view is to the southwest.

View of north end of Wilburton Trestle (MP 11.5) **taken** 7/10/2007

Photography Neg. No (Roll No./Frame No.): IMG_5827.JPG

Comments: The view is to the west.

View of bridge at MP 17.1 **taken** 7/10/2007

Photography Neg. No (Roll No./Frame No.): IMG_5832.JPG

Comments: The view is to the west.

Additional Photos for: *Northern Pacific Railway Lake Washington Beltline* **at** *Northern Pacific Railway Lake Washington Beltline*

View of bridge at MP 23.9, also the north end of northern segment. **taken** 7/10/2007

Photography Neg. No (Roll No./Frame No.). IMG_5875.JPG

Comments: The view is to the southeast.

View of **taken**

Photography Neg. No (Roll No./Frame No.):

Comments:

View of **taken**

Photography Neg. No (Roll No./Frame No.):

Comments:

View of **taken**

Photography Neg. No (Roll No./Frame No.):

Comments:

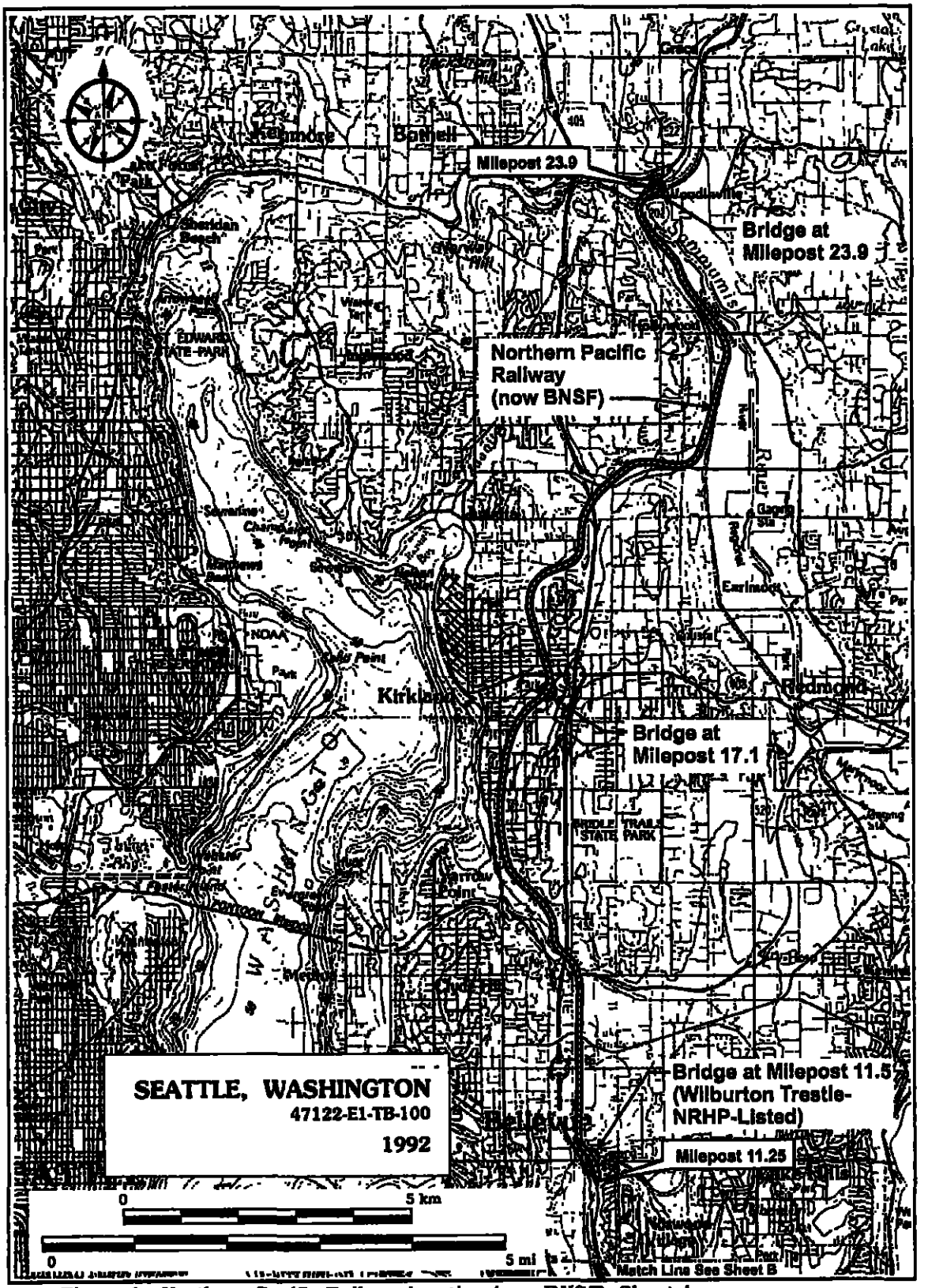


Figure 1. Northern Pacific Railway location (now BNSF), Sheet A.

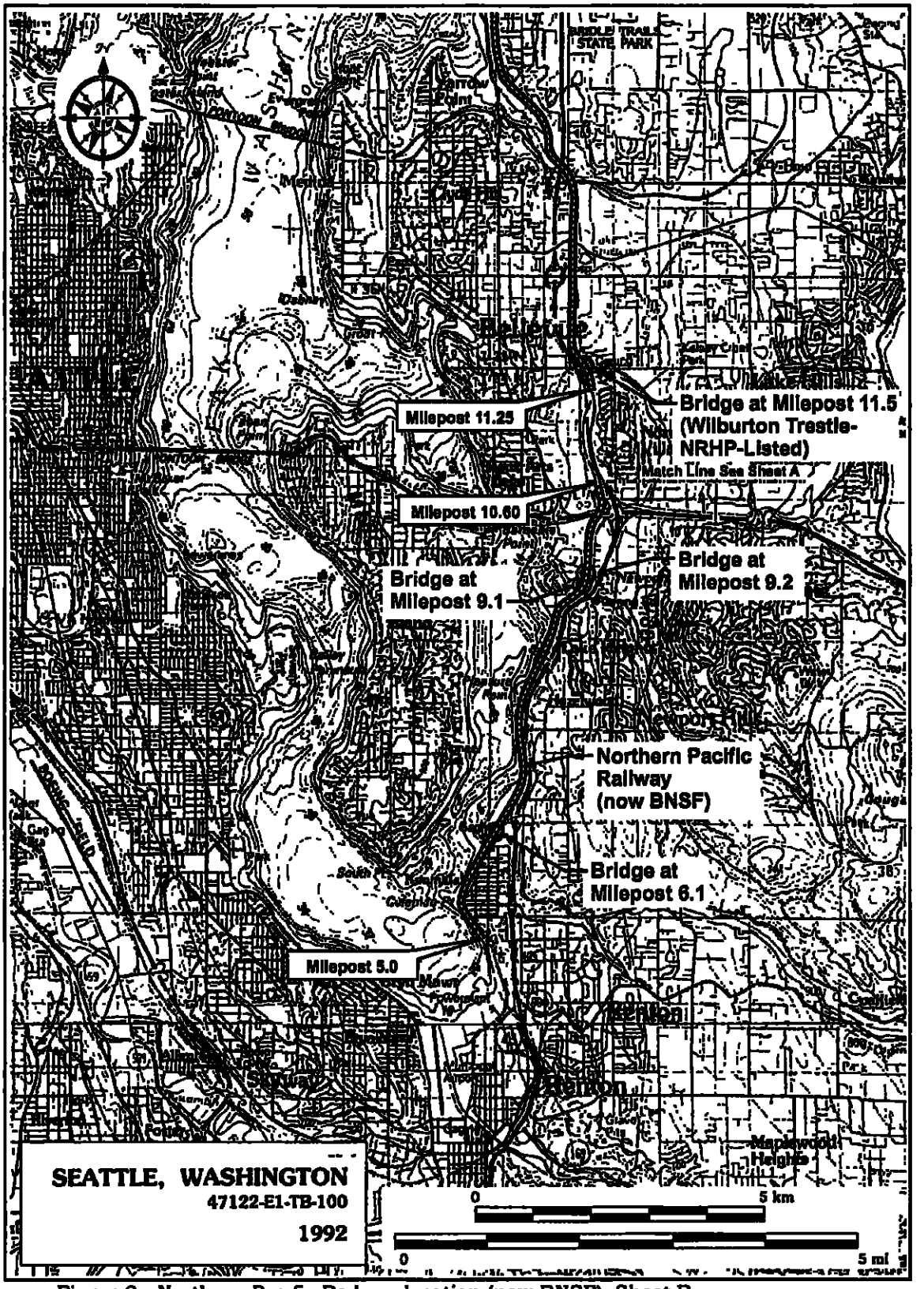


Figure 2. Northern Pacific Railway location (now BNSF), Sheet B.

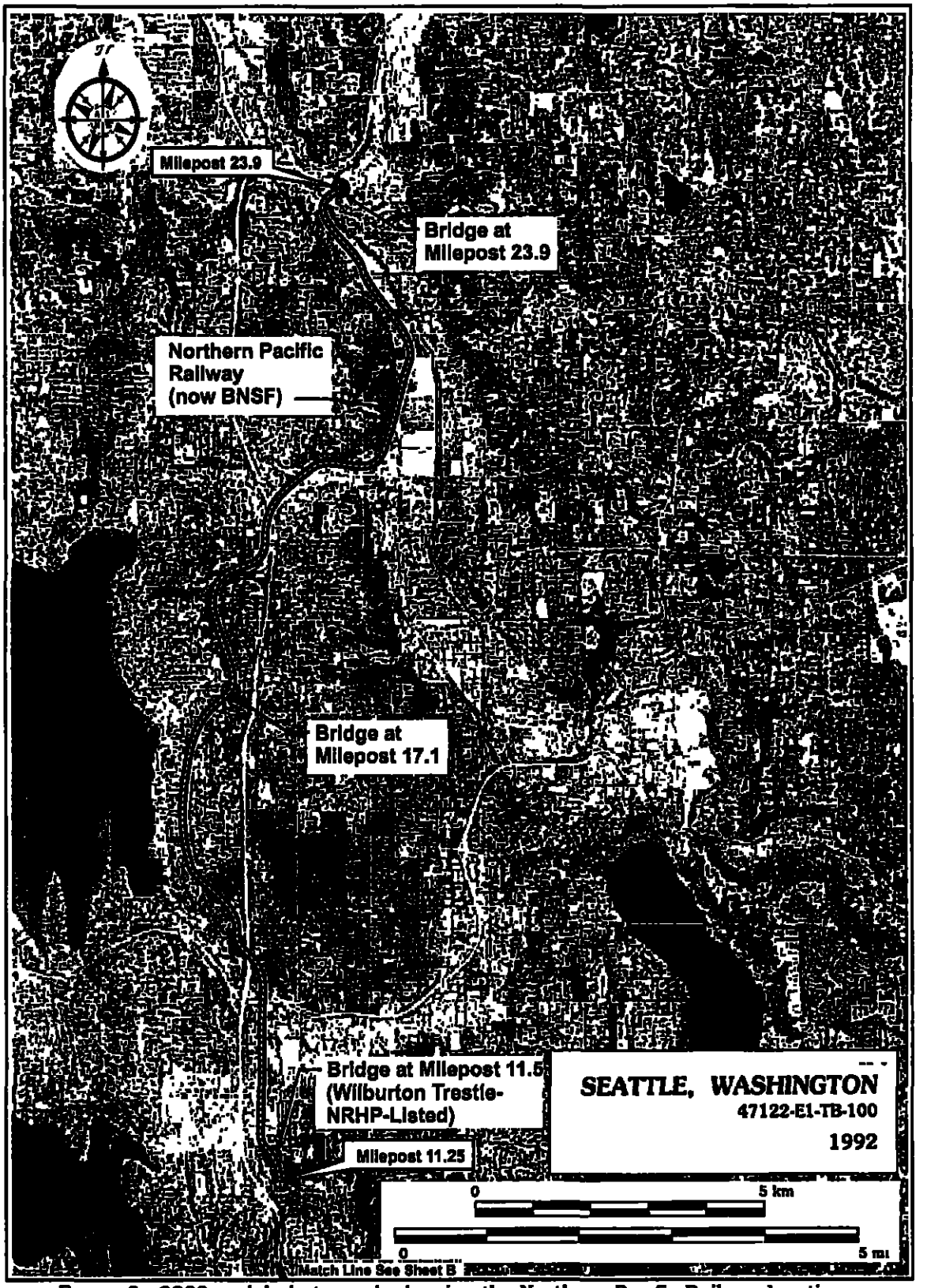


Figure 3. 2002 aerial photograph showing the Northern Pacific Railway location (now BNSF), Sheet A.

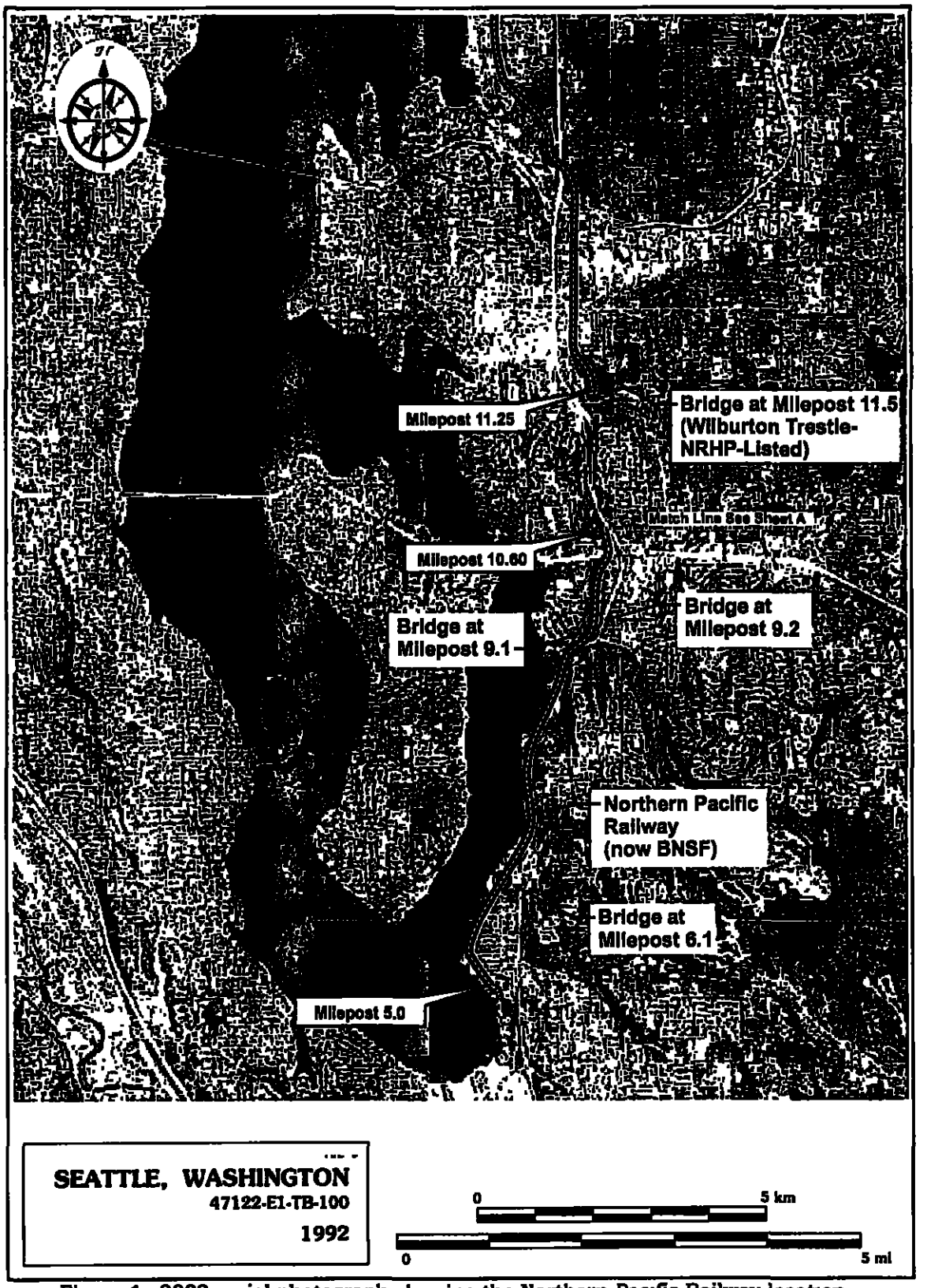


Figure 4 2002 aerial photograph showing the Northern Pacific Railway location (now BNSF), Sheet B.

Historic Property Inventory Report for *Seattle, Lake Shore & Eastern Railway* **at** *vicinity of Redmond WA 98052*

LOCATION SECTION

Field Site No. 07/1480-2 **OAHP No.**

Historic Name: *Seattle, Lake Shore & Eastern Railway* **Common Name.** *BNSF*

Property Address: vicinity of Redmond, WA 98052 **Comments:**

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T25R5E	12	NE		REDMOND
	T25R5E	12	NW		KIRKLAND
	T25R5E	11	NE		
	T25R5E	2	NW		
	T25R5E	2	SW		
	T25R5E	3	NE		
	T26R5E	27	SW		
	T26R5E	27	NE		
	T26R5E	22	NE		
	T26R5E	22	SE		
	T26R5E	34	NE		
	T26R5E	34	SE		

UTM Reference

Zone: 10 **Spatial Type:** Point **Acquisition Code:** USGS Topo

Sequence: 1 **Easting:** 566760 **Northing:** 5279800

Sequence: 2 **Easting:** 563820 **Northing:** 5286760

Tax No./Parcel No. **Plat/Block/Lot** **Supplemental Map(s)** **Acreage**

IDENTIFICATION SECTION

Survey Name: BNSF King County Abandonment

Field Recorder: Jason Allen and Elizabeth O'Brien **Date Recorded** 7/9/2007

Owner's Name:	Owner Address:	City/State/Zip:
BNSF	2650 Lou Menk Drive	Fort Worth, Texas 76131-2830

Classification: Structure **Resource Status** Survey/Inventory **Comments**

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

View of bridge over Sammamish River at milepost 6.2 taken 7/10/2007

Photography Neg. No (Roll No./Frame No.): IMG-6902.JPG

Comments: The view is to the northwest.

DESCRIPTION SECTION

Historic Use: Transportation - Rail-Related

Current Use: Transportation - Rail-Related

Plan: **No. of Stories:**

Structural System.

Changes to plan: Intact **Changes to interior:** **Style** **Form/Type**

Changes to original cladding: **Changes to other:**

Changes to windows: **Other (specify):**

Cladding **Foundation** Post & Pier **Roof Material** **Roof Type**

NARRATIVE SECTION

Study Unit Transportation **Other**

Date Of Construction: 1887-1888, 1922

Architect: S, LS & E RR, Northern Pacific Railway Co

Builder: same

Engineer: same

Property appears to meet criteria for the National Register of Historic Places: Yes

Property is located in a potential historic district (National and/or local): Yes - Local

Property potentially contributes to a historic district (National and/or local): Yes

Statement of Significance

The railroad segment is a part of the 63 3-mile long rail line constructed in 1887-1888 by the Seattle, Lake Shore & Eastern Railway Company The line extended from Seattle, north of Lake Washington to Woodinville, then southeast through Redmond and Fall City This railroad segment is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion A for its role in the development of railroads in the Pacific Northwest, the State of Washington, and the Puget Sound area The Seattle, Lake Shore & Eastern Railway also played a significant part in the development of Seattle as a major Pacific Northwest railroad hub, in competition with the Tacoma terminus of the Northern Pacific Railroad Company Although the railroad was eventually purchased by the Northern Pacific, the Seattle, Lake Shore & Eastern Railway was organized and created by local Seattle interests, and played a major part in the development of Seattle as a rival to and eventually dominant neighbor of Tacoma

The Seattle, Lake Shore & Eastern Railway Company was incorporated in April 1885 Organized by Seattle businessmen Thomas Burke and Daniel Gilman, and supported by other local Seattle businessmen and citizens, the formation of the railroad was driven by an effort to create a direct rail link with eastern Washington and beyond (Armbruster 1999:122) Originally intended to extend east from Seattle, through Snoqualmie Pass, to Spokane, the company filed supplementary articles of incorporation in 1886, declaring its intention to extend its route to Deadwood, Dakota Territory (now in South Dakota) (Cheever 1948:169-170) Although these plans would never be fully implemented, the company began construction of its line between Seattle and Sallal Prairie in 1887

The line went into service between Seattle and Fall City in May 1888, and by December 1889, the line was extended from Fall City to Sallal Prairie Already, however, the Seattle, Lake Shore & Eastern Railway was operating at a loss due to high maintenance costs. In addition, difficulties with the associated construction branch of the corporation led to the filing of a motion to place the line into receivership after the construction company was found to be in default of bonds it had issued to cover the expenses of construction in the Spokane area Although the suit was eventually thrown out, the power behind the motion, the Northern Pacific Railroad Company (which had since the outset been opposed to the development of the Seattle, Lake Shore & Eastern), continued its efforts to eliminate the Seattle, Lake Shore & Eastern as a competitor, buying up stock in the company in a behind-the-scenes effort to gain control of it if it couldn't kill it entirely (Armbruster 1999 135-136)

By 1890, the Seattle, Lake Shore & Eastern Railway operated 156 miles of track, extending to the Canadian border at Sumas The following year, with financial tensions mounting, large blocks of shareholders began selling their holdings in the Seattle, Lake Shore & Eastern Railway to the Northern Pacific In July, 1891, the Seattle, Lake Shore & Eastern Railway became an operating subsidiary of the Northern Pacific Railroad Company. In 1893, the Seattle, Lake Shore & Eastern Railway became a victim of the Great Panic of 1893, a nationwide market reaction to overspeculation in companies that had to that point failed to show profit (Armbruster 1999 137-138) That year, the Seattle, Lake Shore & Eastern was placed in receivership, and in 1896 was sold as a foreclosure The company's holdings were sold to two companies Trackage in eastern Washington was sold to the Spokane & Seattle Railway, while the trackage in western Washington (including the subject segments) was sold to the newly formed Seattle & International Railway Company (Robertson 1995 265-267)

The Seattle and International Railway Company was incorporated in 1896 by interests associated with the Northern Pacific Railway Company for the purpose of acquiring the western Washington holdings of the Seattle, Lake Shore & Eastern Railway, including all of its 166 miles of track Between 1898 and 1903, the Northern Pacific expanded as the Pacific Northwest, and especially the Seattle area boomed after the discovery of gold in Alaska As a part of this flurry of purchases, the Northern Pacific Railway Company formally purchased the Seattle and International Railway in 1901 (Armbruster 1999 158; Cheever 1948 171)

The Northern Pacific Railroad Company, incorporated in 1864, was sold under foreclosure to the Northern Pacific Railway Company in 1896, incorporated that year under Henry Villard for that purpose (Robertson 1991 332) The Northern Pacific Railway Company operated and maintained the line from 1901 until 1970, when the Northern Pacific Railway Company merged with several other railroads to form the Burlington Northern Railroad. During that time (in 1922), the bridge located at milepost 6 2 was built, replacing an earlier bridge at that location built by the Seattle, Lake Shore & Eastern Railway Company. In 1995, the Atchison Topeka & Santa Fe Railroad merged with the Burlington Northern to form The Burlington Northern and Santa Fe Railroad Company (BNSF 2007) The Burlington Northern and Santa Fe Railway Company changed its name in 2005 to BNSF Railyway Company

Description of Physical Appearance

This segment of the BNSF railroad extends from a previously abandoned segment at milepost 7 30 (southeast of Redmond, Washington), across the Sammamish River, and along the western side of the Sammamish Valley, north to where the railroad crosses Washington State Highway 202 (milepost 1 86) The railroad remains intact north of milepost 1 86, at least as far as Woodinville Junction, but BNSF has limited the current abandonment work to the above-defined segment (MP 1 86 to MP 7.30) The railroad is carried over the Sammamish River on an open pile trestle bridge at milepost 6.2, considered to be a contributing feature to this NRHP-eligible railroad segment.

This segment is a single-track railroad on a raised gravel berm. At the crossing of the Sammamish River (milepost 6 2), the railroad is carried on a 220-foot-long, 5-span, open

pile trestle bridge with a central 70-foot-long steel deck plate girder span This bridge, built in 1922, crosses the river at an overall height of 32 feet above the surface of the Sammamish River The trestel bridge is supported at both ends by wooden embankments set into the built-up berm. The bridge has a planked pedestrian walkway on the south side, extending alongside the tracks, with flange metal posts strung with steel cable. The bridge appears to have been burned, and has some superficial burn damage on the east side of the river This railroad segment has not carried rail traffic for some time, though the rails and ties remain in place

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1948 The Development of Railroads in the State of Washington 1860 to 1948 Master's thesis, University of Washington, Seattle

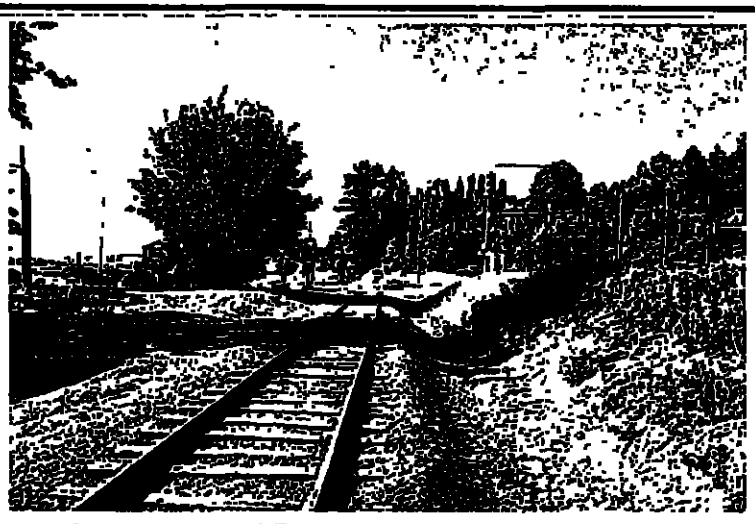
Robertson, Donald B
1991 Encyclopedia of Western Railroad History, Volume II The Mountain States The Caxton Printers, Ltd Caldwell, Idaho
1995 Encyclopedia of Western Railroad History, Volume III Oregon Washington. The Caxton Printers, Ltd Caldwell, Idaho

Additional Photos for: *Seattle, Lake Shore & Eastern Railway* **at** *vicinity of Redmond, WA 98052*

View of Seattle, Lake Shore & Eastern Railway **taken** 7/10/2007

Photography Neg. No (Roll No./Frame No.): IMG-5918.JPG

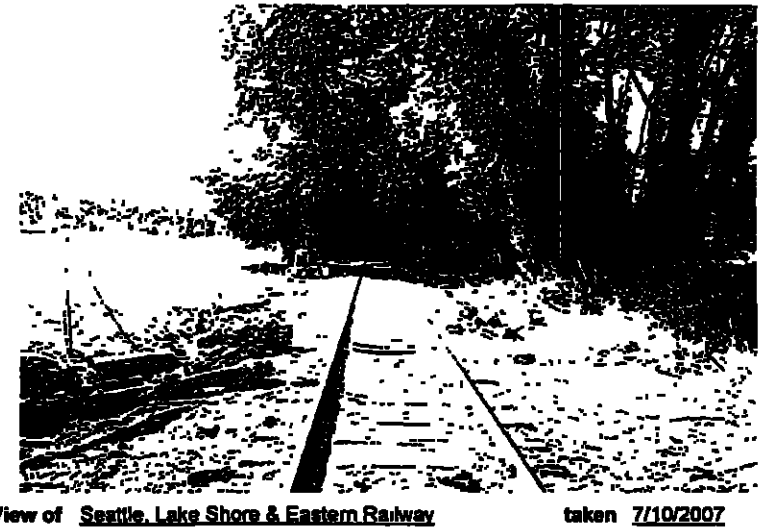
Comments: Looking northwest along railroad from milepost 7.3.



View of Seattle, Lake Shore & Eastern Railway **taken** 7/10/2007

Photography Neg. No (Roll No /Frame No.): IMG>5911.JPG

Comments: Looking south along railroad from milepost 3.9



View of Seattle, Lake Shore & Eastern Railway **taken** 7/10/2007

Photography Neg. No (Roll No./Frame No.). IMG-5914.JPG

Comments: Looking southeast along railroad from milepost 1.86.

View of **taken**

Photography Neg. No (Roll No./Frame No.):

Comments:

Printed on 8/8/2007 9:37:23 AM

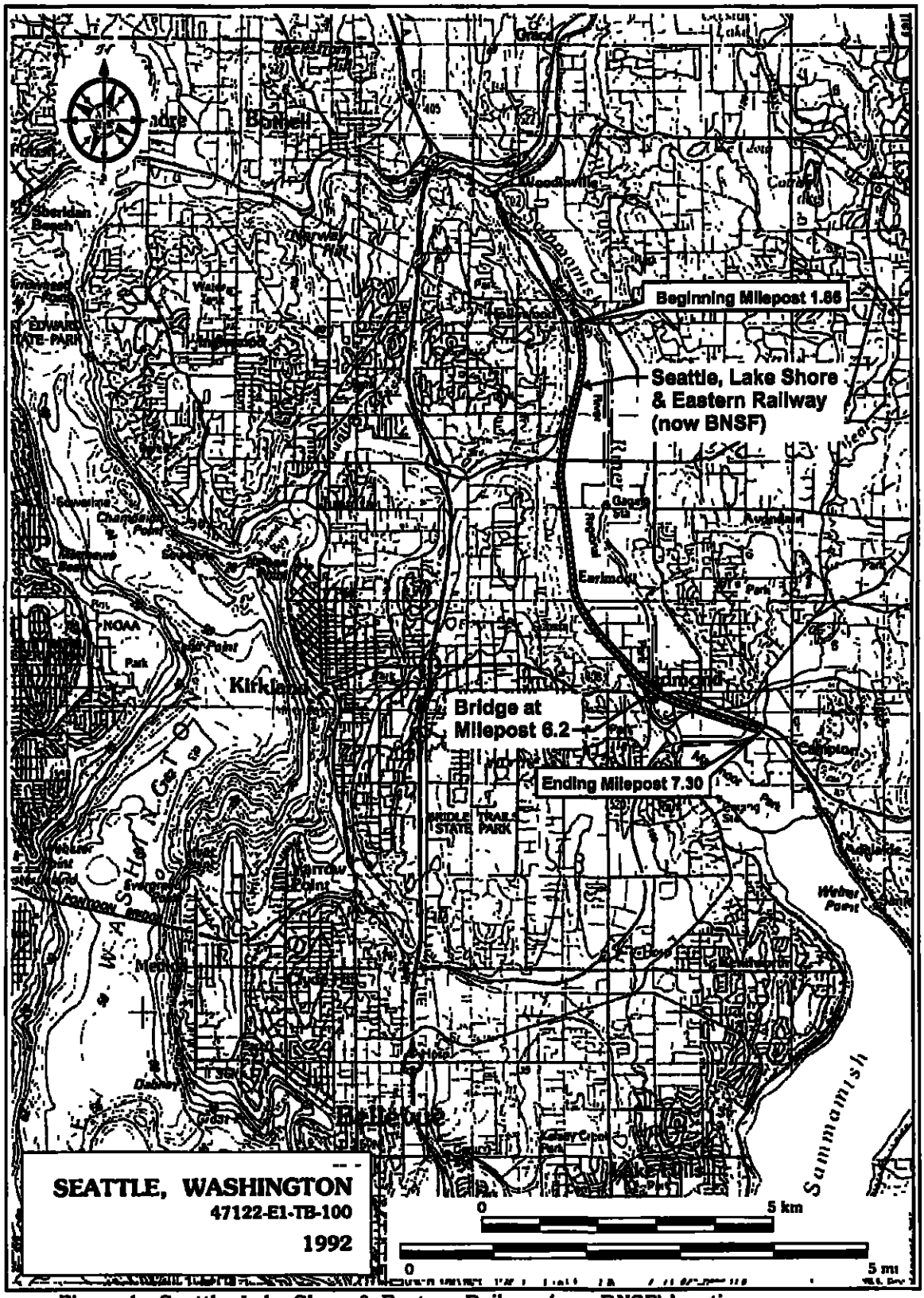
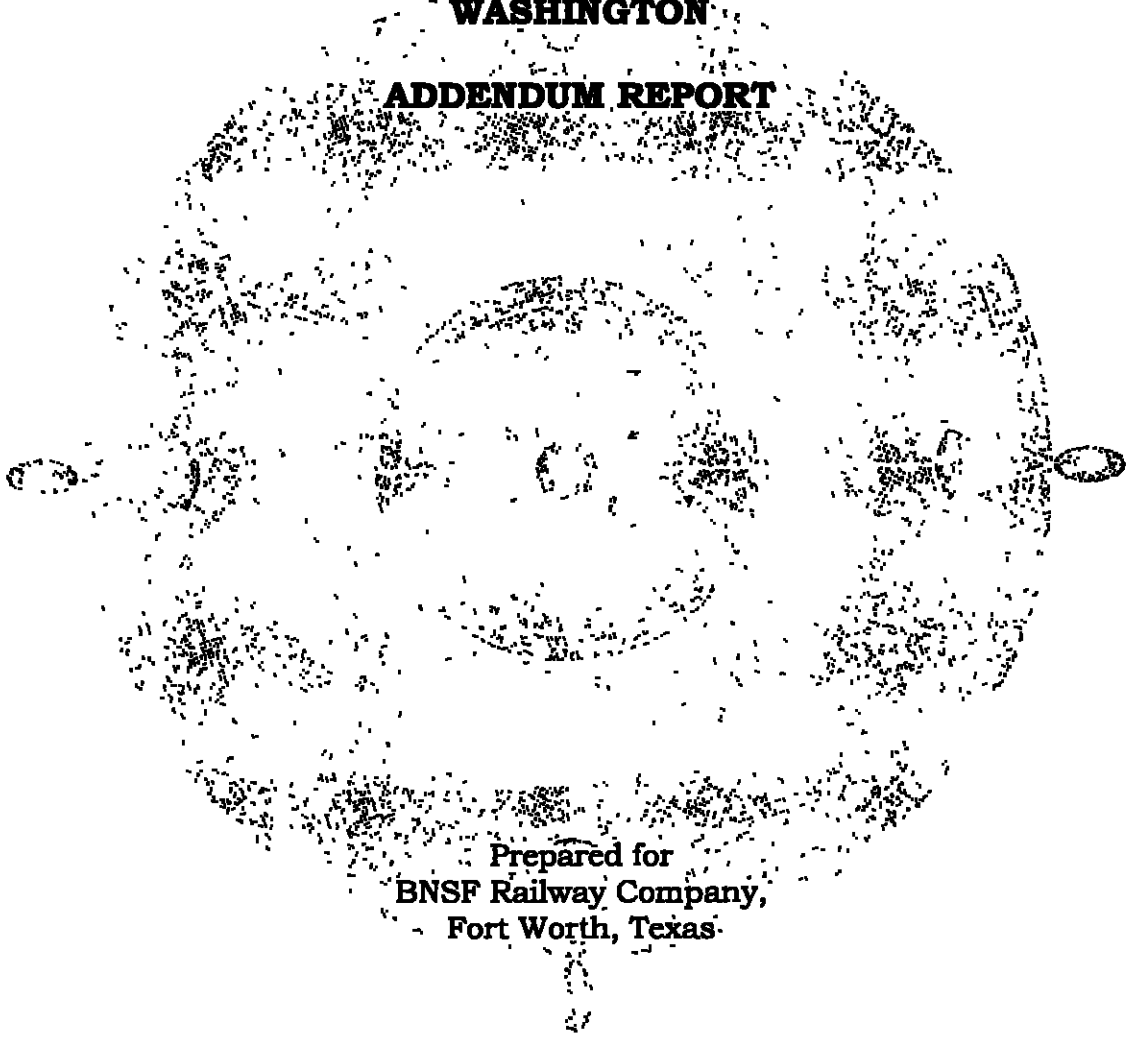


Figure 1. Seattle, Lake Shore & Eastern Railway (now BNSF) location.

EXHIBIT B-2

HISTORIC RESOURCE INVENTORY OF RAILWAY MP 0.00 to 1.86 FOR THE BNSF KING COUNTY ABANDONMENT PROJECT, WASHINGTON

ADDENDUM REPORT



Prepared for
BNSF Railway Company,
Fort Worth, Texas

July 15, 2008

REPORT NO. 2173

Archaeological Investigations Northwest, Inc.
2632 SE 162nd Ave. • Portland, OR • 97236 Phone 503 761-6605 • Fax 503 761-6620

HISTORIC RESOURCE INVENTORY OF RAILWAY MP 0.00 to 1.86 FOR THE BNSF KING COUNTY ABANDONMENT PROJECT, WASHINGTON ADDENDUM REPORT

PROJECT: BNSF King County Abandonment Project

TYPE: Pedestrian Survey

LOCATION: Township 26 North, Range 5 East, Sections 9, 15, and 16, Willamette Meridian

USGS QUAD: *Bellevue North, WA,* 7.5-minute, 1982,
Bothell, WA, 7.5-minute, 1953, photorevised 1981

CITIES: Vicinity of Woodinville, Washington

COUNTY: King

AREA SURVEYED: 2.99 kilometers (1.86 miles) along BNSF right-of-way in King County

FINDINGS: The segment of Seattle, Lake Shore & Eastern Railway within the project area is eligible for listing in the National Register of Historic Places.

PREPARERS: Elizabeth O'Brien, B. Architecture

INTRODUCTION

Archaeological Investigations Northwest, Inc. (AINW), has completed a historic resources survey on a segment of the BNSF Railway Company (BNSF) rail line in King County, Washington. This report is an addendum to a previous BNSF survey on the same alignment that was completed by AINW in 2007 (Allen 2007) BNSF proposes to relinquish ownership of several railroad alignments to Port of Seattle. A portion of the alignments will then be railbanked to King County for use as bicycle/pedestrian trails The BNSF railroad sections will be abandoned but all tracks and ties will remain in place. The Area of Potential Effect (APE) for the present project includes all the area within the BNSF right-of-way between mileposts (MP) 0.00 and 1.86. The rail line is the former Seattle, Lake Shore and Eastern Railway between Woodinville and Redmond, and is locally known as the Redmond Spur.

On July 10, 2008, AINW architectural historian Elizabeth J. O'Brien conducted a field survey of the project APE. Railroad features that dated to the historic period were noted and photographed. Documentary research was conducted at the State Historic Preservation Office (SHPO) in Olympia, Washington, to determine if the railroad or any railroad-related features within the APE have been previously documented. No features within the current study area were previously documented. The railway segment represents an extended portion of the line that was previously recorded by AINW in 2007 and was recommended to be eligible for listing in the NRHP. A Washington State Historic Property Inventory form for the current railway segment is included in the Appendix of this report.

Seattle, Lake Shore & Eastern Railway
(MP 0.00 to MP 1.86)

The recorded segment of the BNSF Railway (MP 0.00 to MP 1 86) extends to the northwest from the segment that was documented by AINW in 2007 (MP 1.86 to MP 7.30). The current study segment begins at MP 0.00 at Woodinville Junction, at the northwest corner of the Woodinville Wye, approximately 364 meters (m) (1,200 feet [ft]) northwest of NE 175th Street. This segment continues to the southeast where it terminates at MP 1.86 at Washington State Highway 202 (NE 145th Street). The recorded railroad segment remains intact. The standard gauge single-track railroad is on a raised gravel berm that varies in height up to 1.2 to 1.5 m (4 to 5 ft).

At the start of the segment, remnants of siding tracks consisting of rail and ties are located on both sides of the track. Also at the start of the segment are a Racor 22p low switch stand and a metal screw conveyor system that bisects the berm and lies under the track. The segment continues to the southeast crossing NE 175th Street in a commercial area, and crosses the BNSF Woodinville Subdivision tracks. This segment then parallels Woodinville Redmond Road where it passes through an area of modern commercial/light industrial buildings located on a lower terrace of the Sammamish River's south bank. A series of private crossings over the railroad tracks provide access from Woodinville Redmond Road to these businesses. Three tile pipes provide drainage in this area. The rail segment leaves the open commercial/business area and continues through a corridor of trees and undergrowth. Columbia Winery is to the west, where an asphalt-paved walkway/loading area abuts the tracks. The Redhook Brewery development is on the opposite side to the east; both operations are located at the segment terminus at MP 1.85 at Washington State Highway 202 (NE 145th Street).

The recorded railroad segment is part of the 101.3-kilometer (km) (63.3-mile [mi]) long rail line constructed in 1887-1888 by the Seattle, Lake Shore & Eastern Railway Company. The line extended from Seattle, north of Lake Washington to Woodinville, then southeast through Redmond and Fall City. The railroad segment is recommended to be eligible for listing in the NRHP under Criterion A for its role in the development of railroads in the Pacific Northwest, the State of Washington, and the Puget Sound area. The Seattle, Lake Shore & Eastern Railway also played a significant role in the development of Seattle as a major Pacific Northwest railroad hub, in competition with the Tacoma terminus of the Northern Pacific Railroad Company. Although the railroad was eventually purchased by the Northern Pacific, the Seattle, Lake Shore & Eastern Railway was organized and created by local Seattle interests, and played a major part in the development of Seattle as a rival to, and eventually dominant neighbor of, Tacoma.

The Seattle, Lake Shore & Eastern Railway Company was incorporated in April 1885 and organized by Seattle businessmen Thomas Burke and Daniel Gilman. The railway was supported by other local Seattle businessmen and citizens. The formation of the railway was driven by an effort to create a direct rail link with eastern Washington and beyond (Armbruster 1999.122) A line was constructed from Seattle to Sallal in 1887, and was in service to Fall City by May 1888 and to Sallal Prairie by 1889.

Almost from the start the railroad experienced financial difficulties due to high maintenance costs. The Seattle, Lake Shore & Eastern Railway became an operating subsidiary of the Northern Pacific Railroad Company in July, 1891, but became a victim of the Great Panic of 1893 (Armbruster 1999:137-138) That year, the Seattle, Lake Shore & Eastern Railway was placed in receivership, and in 1896 was sold in foreclosure The company's holdings were sold to two companies. The western Washington trackage (including the subject segment) was sold to the newly established Seattle & International Railway Company. In 1901,

the railway was sold to Northern Pacific and became known as the Seattle Division (Robertson 1995:265-267; Armbruster 1999:138-140).

The Northern Pacific Railway Company operated and maintained the line from 1901 until 1970, when the Northern Pacific Railway Company merged with several other railroads to form the Burlington Northern Railroad. During that time (in 1922), the rail line was known as the Snoqualmie Branch to Sallal. In 1995, the Atchison Topeka & Santa Fe Railroad merged with the Burlington Northern to form The Burlington Northern & Santa Fe Railway Company whose name was changed in 2005 to BNSF Railway Company (BNSF 2007).

Woodinville

The Woodinville community directly benefited from the opening of the railroad. The community had long served as a transportation crossroads for the prevailing modes of transport, including riverboat, stage, and railroad travel. The first known pioneers to settle in the vicinity were Susan and Ira Woodin in 1871, who brought their possessions from Seattle via a rowboat and scow along Lake Washington and the Squak Slough, later named Sammamish River. A community formed as others came to the Woodins' settlement and it flourished when the Seattle, Lake Shore Eastern Railway reached Woodinville in 1887. Many people created a living by logging their land and transporting the logs by river to the mills. Stump farms were transformed into large agricultural plots used for dairying and vegetable farms. A commercial center formed near the railroad tracks at the crossing of the Sammamish River. Several commercial buildings were built on pilings near the railroad platform, including the Woodin-Sanders Store in 1888 (Edwards 1993; Woodinville Heritage Society 2005:1-5).

Mary B Neilsen Jaderholm platted the Town of Woodinville in 1890 and a railroad station was constructed several years later (circa 1893). In the early twentieth century, large hobby farms were established by wealthy businessmen that drew weekend visitors traveling by train. The Hollywood Farm (1910-1911), located outside the project area, had its own siding for shipping goods from its greenhouses. Commercial and residential plots formed on the west side of the Sammamish River near the railroad, but the community retained its agricultural focus into the mid-twentieth century (Edwards 1993; Woodinville Heritage Society 2005:1-5).

Access to Woodinville was increased by the opening of I-405 in the 1960s, which brought more people and land developers. The Hollywood Farm became home to the Ste. Michelle Vinters Winery in the 1970s, and other wineries and a brewery have been established near the railroad corridor. Woodinville incorporated in 1993. Today, most of the railroad segment is adjacent to light industrial buildings.

CONCLUSIONS AND RECOMMENDATIONS

AINW recommends that the BNSF Redmond Spur Railway segment is eligible for listing in the NRHP. A Washington State Historic Property Inventory form that evaluates the railway segment is included in the Appendix. The rails, ties, switch, metal screw conveying system, berms, and alignments are considered to be contributing features to the significance of the historic resource The segment is significant as an extension of the previously recorded segment of the same alignment (Allen 2007).

Removal or alteration of any of these railway features recorded as the historic resource should be coordinated in consultation with the SHPO, which may view removal or alteration as adverse effects to the overall eligible resource. In the event that this is found to be the case, mitigation of these adverse effects should be negotiated with the SHPO. Mitigation measures

may include photodocumentation, HABS/HAER level documentation, or installation of interpretive signage along the proposed recreational trail.

REFERENCES CITED

Allen, Jason M.
2007 *Historic Resource Inventory of the BNSF King County Abandonment Project, Washington.* Archaeological Investigations Northwest, Inc. Report No. 1965. Prepared for BNSF Railway Company, Fort Worth, Texas.

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Woodinville Heritage Society
2005 *Historical Timeline.* Available, http://www.woodinvilleheritage.org/FS_timeline.html, accessed July 14, 2008.

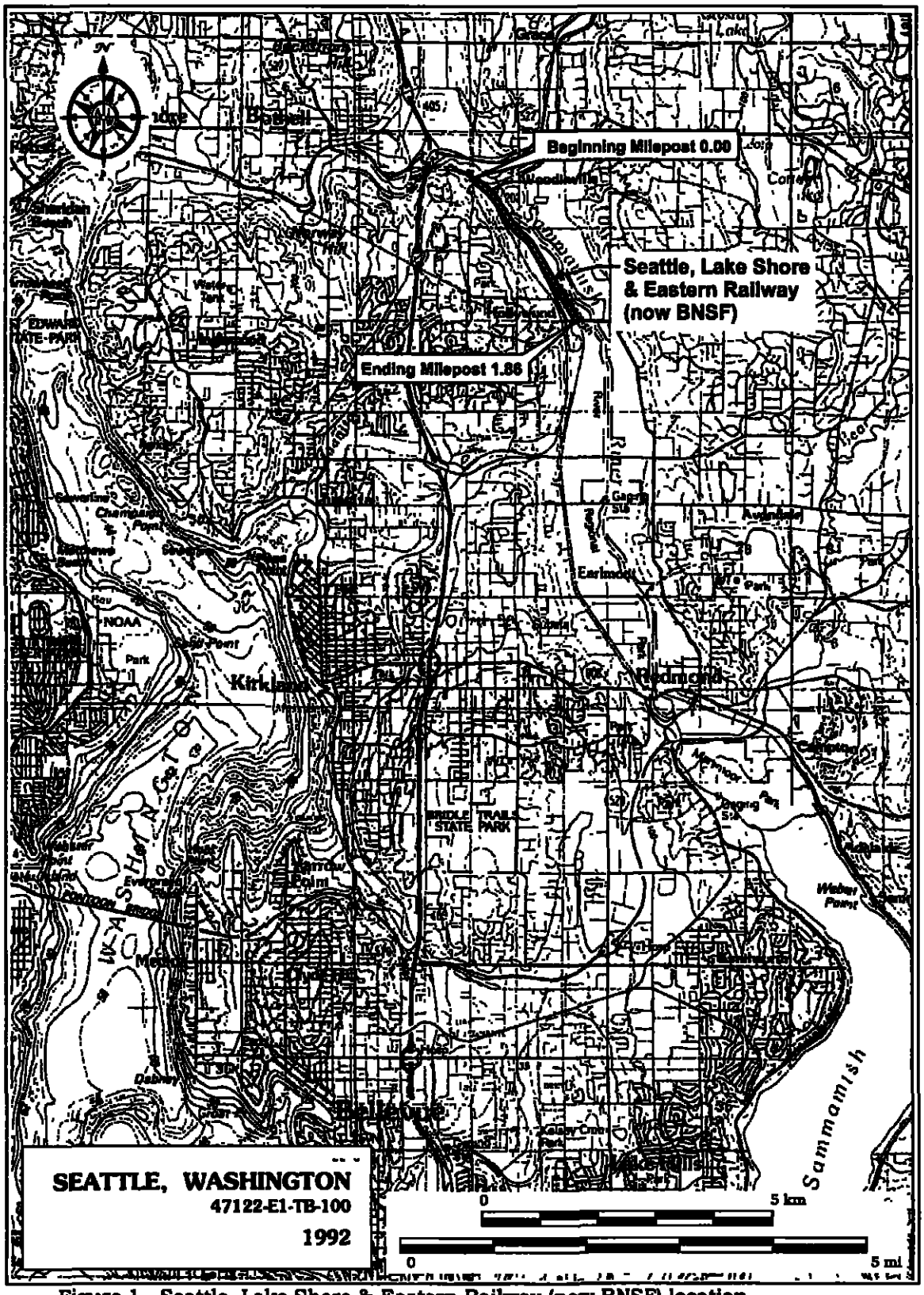

Figure 1. Seattle, Lake Shore & Eastern Railway (now BNSF) location.

APPENDIX

HISTORIC PROPERTY INVENTORY FORM

Historic Property Inventory Report for *Seattle, Lake Shore, and Eastern Railway* **at** *vicinity of Woodinville, WA*

LOCATION SECTION

Field Site No 08/1648-1 **OAHP No.**

Historic Name: *Seattle, Lake Shore and Eastern Railway* **Common Name** *BNSF*

Property Address vicinity of Woodinville, WA **Comments.** Also Quadrangle BELLEVUE NORTH

County	Township/Range/EW	Section	1/4 Sec	1/4 1/4 Sec	Quadrangle
King	T26R05E	09	SE	NW	BOTHELL
	T26R05E	09	SE	NE	
	T26R05E	09	SE	SE	
	T26R05E	16	NE	NE	
	T26R05E	15	NW	NW	
	T26R05E	15	NW	SW	
	T26R05E	15	NW	SE	
	T26R05E	15	SW	NE	
	T26R05E	15	SW	SE	

UTM Reference
Zone 10 **Spatial Type.** **Acquisition Code.** Unknown
Sequence 1 **Easting** 562118 **Northing:** 5289140
Sequence. 2 **Easting.** 563827 **Northing** 5286760

Tax No /Parcel No
N/A

Plat/Block/Lot

Supplemental Map(s)

Acreage
1,127 25

Printed on 7/16/2008 9 31 14 AM

IDENTIFICATION SECTION

Survey Name: BNSF King County Abandonment

Field Recorder: Elizabeth O'Brien **Date Recorded:** 7/10/2008

Owner's Name.	Owner Address:	City/State/Zip.
BNSF	2650 Lou Menk Drive	Fort Worth, Texas 76131-2830

Classification: Structure **Resource Status** **Comments**

Within a District? No

Contributing?

National Register Nomination:

Local District

National Register District/Thematic Nomination Name:

View of railroad segment where the old Woodinville business center was located **taken** 7/10/2008

Photography Neg. No (Roll No./Frame No.) IMG_8185.JPG

Comments: The view is to the northwest

DESCRIPTION SECTION

Historic Use Transportation - Rail-Related

Current Use. Transportation - Rail-Related

Plan **No. of Stories:** N/A

Structural System:

Changes to plan. Intact **Changes to interior:** **Style** **Form/Type**

Changes to original cladding: **Changes to other:**

Changes to windows: **Other (specify):**

Cladding **Foundation** **Roof Material** **Roof Type**

NARRATIVE SECTION

Study Unit **Other**

Transportation

Date Of Construction. 1887

Architect: Seattle, et al Railway, No. Pacific Railway Co

Builder: same

Engineer: same

Property appears to meet criteria for the National Register of Historic Places: Yes

Property is located in a potential historic district (National and/or local)

Property potentially contributes to a historic district (National and/or local):

Statement of Significance

The Seattle Lake Shore & Eastern Railway recorded railroad segment (MP 0 00 to MP 1 86) is part of the 101 3-kilometer (63 3-mile) long rail line constructed in 1887-1888 by the Seattle Lake Shore & Eastern Railway Company The line extended from Seattle, north of Lake Washington to Woodinville, then southeast through Redmond and Fall City The segment is significant as an extension of the previously recorded segment of the same alignment (Allen 2007) The railroad segment is recommended to be eligible for listing in the NRHP under Criterion A for its role in the development of railroads in the Pacific Northwest the State of Washington, and the Puget Sound area The Seattle, Lake Shore & Eastern Railway also played a significant role in the development of Seattle as a major Pacific Northwest railroad hub in competition with the Tacoma terminus of the Northern Pacific Railroad Company Although the railroad was eventually purchased by the Northern Pacific, the Seattle, Lake Shore & Eastern Railway was organized and created by local Seattle interests and played a major part in the development of Seattle as a rival to, and eventually dominant neighbor of, Tacoma

The BNSF Railway segment is recommended to be eligible for listing in the NRHP The rails, ties, switch, metal screw conveying system, berms, and alignments are considered to be contributing features to the significance of the historic resource The segment is significant as an extension of the previously recorded segment of the same alignment (Allen 2007)

Seattle Lake Shore & Eastern Railway Company

The Seattle Lake Shore & Eastern Railway Company was incorporated in April 1885 and organized by Seattle businessmen Thomas Burke and Daniel Gilman The railway was supported by other local Seattle businessmen and citizens The formation of the railway was driven by an effort to create a direct rail link with eastern Washington and beyond (Armbruster 1999 122) A line was constructed from Seattle to Sallal in 1887 and was in service to Fall City by May 1888 and to Sallal Prairie by 1889

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The Woodinville community directly benefited from the opening of the railroad The community had long served as a transportation crossroads for the prevailing modes of transport, including riverboat stage, and railroad travel The first known pioneers to settle in the vicinity were Susan and Ira Woodin in 1871, who brought their possessions from Seattle via a rowboat and scow along Lake Washington and the Squak Slough later named Sammamish River A community formed as others came to the Woodins' settlement and it flourished when the Seattle, Lake Shore Eastern Railway reached Woodinville in 1887 Many people created a living by logging their land and transporting the logs by river to the mills Stump farms were transformed into large agricultural plots used for dairying and vegetable farms A commercial center formed near the railroad tracks at the crossing of the Sammamish River Several commercial buildings were built on pilings near the railroad platform including the Woodin-Sanders Store in 1888 (Edwards 1993, Woodinville Heritage Society 2005 1-5)

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the railroad segment is adjacent to light industrial buildings

Description of Physical Appearance

The recorded segment of the BNSF Railway (MP 0 00 to MP 1 86) extends to the northwest from the segment that was documented by AINW in 2007 (MP 1 86 to MP 7.30) The current study segment begins at MP 0 00 at Woodinville Junction, at the northwest corner of the Woodinville Wye, approximately 364 meters (m) (1,200 feet [ft]) northwest of NE 175th Street This segment continues to the southeast where it terminates at MP 1 86 at Washington State Highway 202 (NE 145th Street) The recorded railroad segment remains intact The standard gauge single-track railroad is on a raised gravel berm that varies in height up to 1 2 to 1 5 m (4 to 5 ft)

At the start of the segment, remnants of siding tracks consisting of rail and ties are located on both sides of the track Also at the start of the segment are a Racor 22p low switch stand and a metal screw conveyor system that bisects the berm and lies under the track The segment continues to the southeast crossing NE 175th Street in a commercial area, and crosses the BNSF Woodinville Subdivision tracks This segment then parallels Woodinville Redmond Road where it passes through an area of modern commercial/light industrial buildings located on a lower terrace of the Sammamish River's south bank A series of private crossings over the railroad tracks provide access from Woodinville Redmond Road to these businesses Three tile pipes provide drainage in this area The rail segment leaves the open commercial/business area and continues through a corridor of trees and undergrowth Columbia Winery is to the west, where an asphalt-paved walkway/loading area abuts the tracks The Redhook Brewery development is on the opposite side to the east, both operations are located at the segment terminus at MP 1 85 at Washington State Highway 202 (NE 145th Street)

Major Bibliographic References

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1995 Encyclopedia of Western Railroad History, Volume III Oregon Washington The Caxton Printers, Ltd Caldwell Idaho

Woodinville Heritage Society
2005 Historical Timeline Available, http //www woodinvilleheritage org/FS_timeline html, accessed July 14, 2008

Additional Photos for: *Seattle, Lake Shore, and Eastern Railway* **at** *vicinity of Woodinville, WA*

View of the beginning of segment with Woodinville Wye in the distance. **taken** 7/10/2008

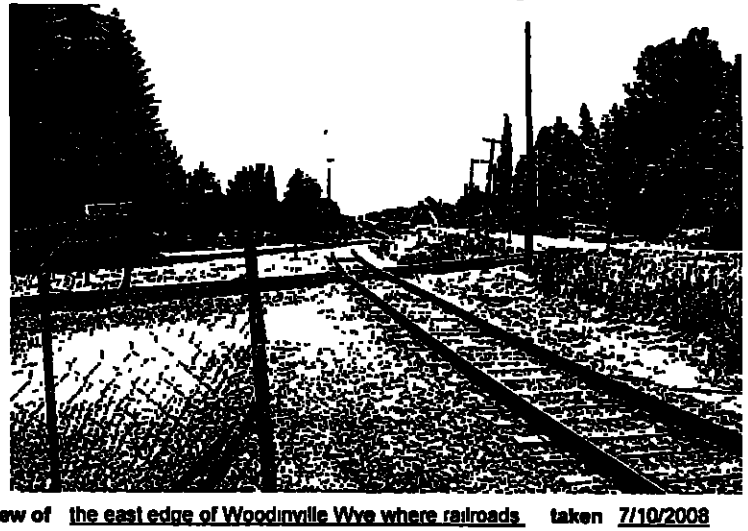
Photography Neg. No (Roll No./Frame No.): IMG_8178.JPG

Comments: The view is to the southeast.

View of the screw conveyer located west of Woodinville Wye. **taken** 7/10/2008

Photography Neg. No (Roll No./Frame No.): IMG_8182.JPG

Comments: The view is to the southwest.



View of the east edge of Woodinville Wye where railroads cross **taken** 7/10/2008

Photography Neg. No (Roll No./Frame No.). IMG_8191.JPG

Comments: The view is to the northeast.

View of the segment terminus at MP 1.86 (NE 145th Street). The Columbia Winery is to the left. **taken** 7/10/2008

Photography Neg. No (Roll No./Frame No.): IMG_8221.JPG

Comments: The view is to the north-northwest.

EXHIBIT C-1

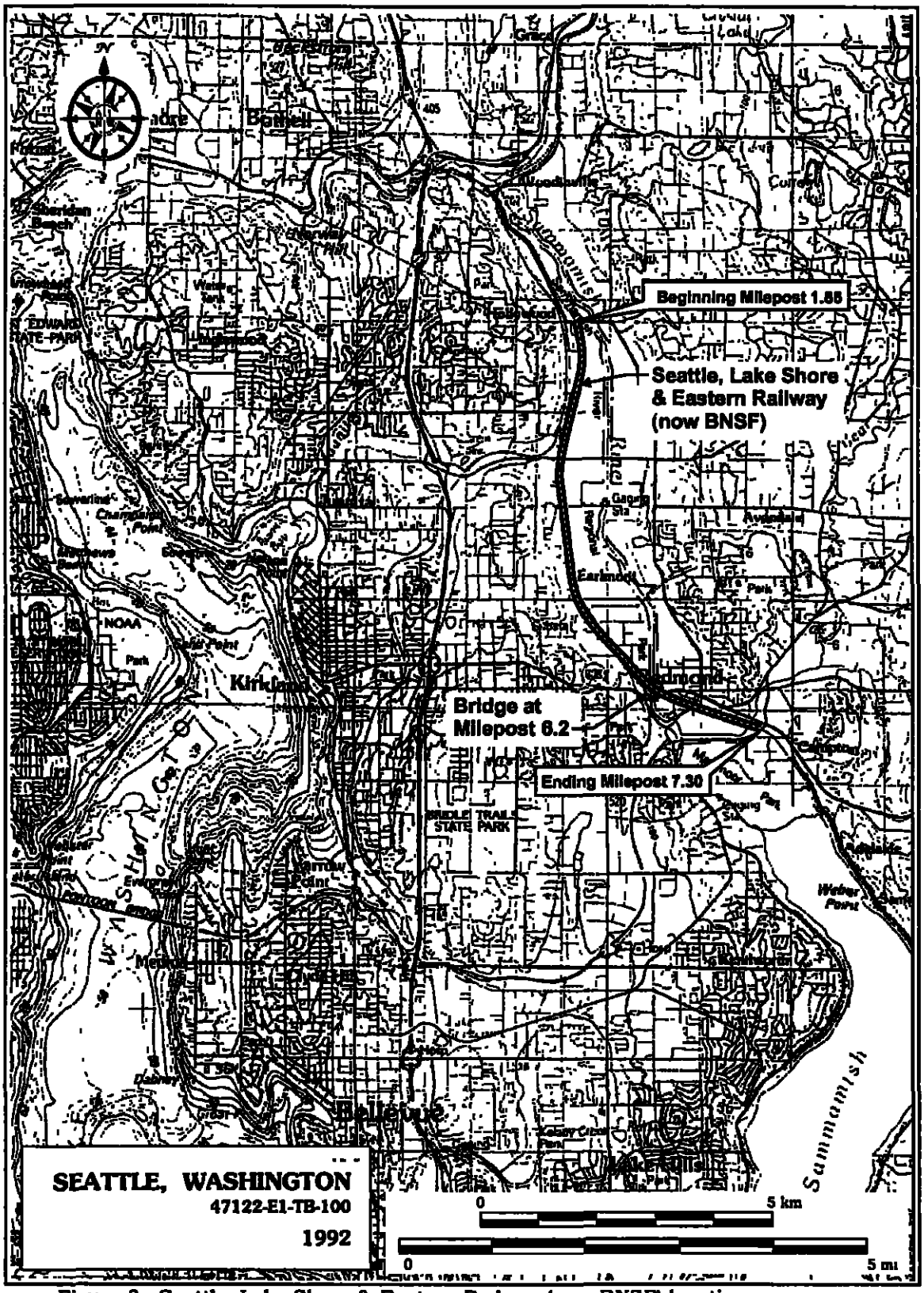


Figure 3. Seattle, Lake Shore & Eastern Railway (now BNSF) location.

EXHIBIT C-2

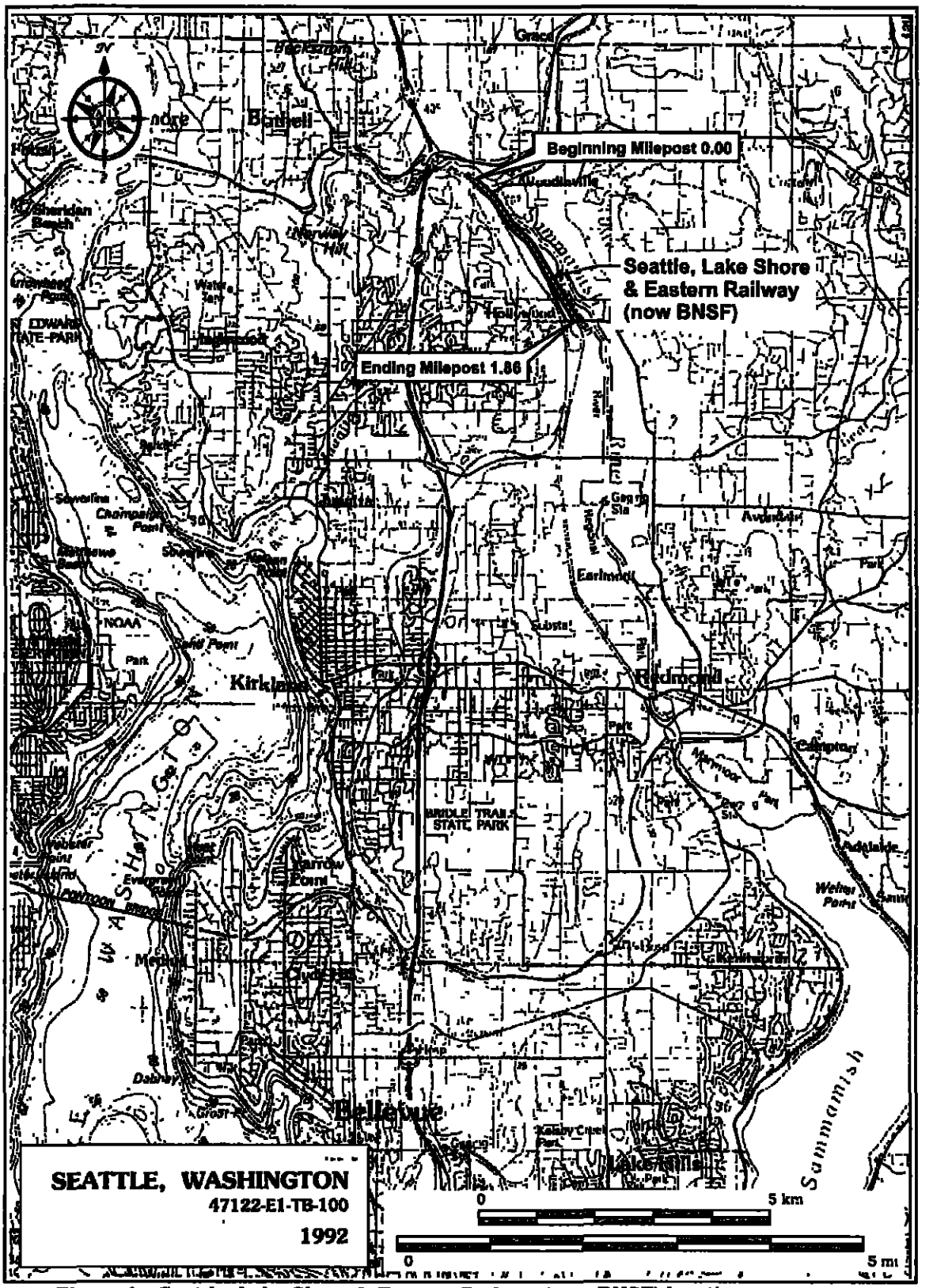


Figure 1. Seattle, Lake Shore & Eastern Railway (now BNSF) location.